

Leslie's

Illustrated Weekly Newspaper

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FATE TRACING NEW BOUNDARIES

The Schenker Press

Will England Still Be Mistress of the Seas When Peace is Declared?

THERE were anxious hearts in England that August morning over three centuries ago. The long expected Invincible Armada had been sighted in the English Channel, covering the seas as far as the eye could reach. But Elizabeth was prepared! With smashing blows her gallant admirals—Drake, Raleigh, Hawkins—drove their stout little ships against the huge galleons of Philip of Spain and put them to utter rout. Elizabeth made England Mistress of the Seas.

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LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

EDITED BY JOHN A. SLEICHER

"In God We Trust"

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THURSDAY, SEPTEMBER 9, 1915

No. 3131

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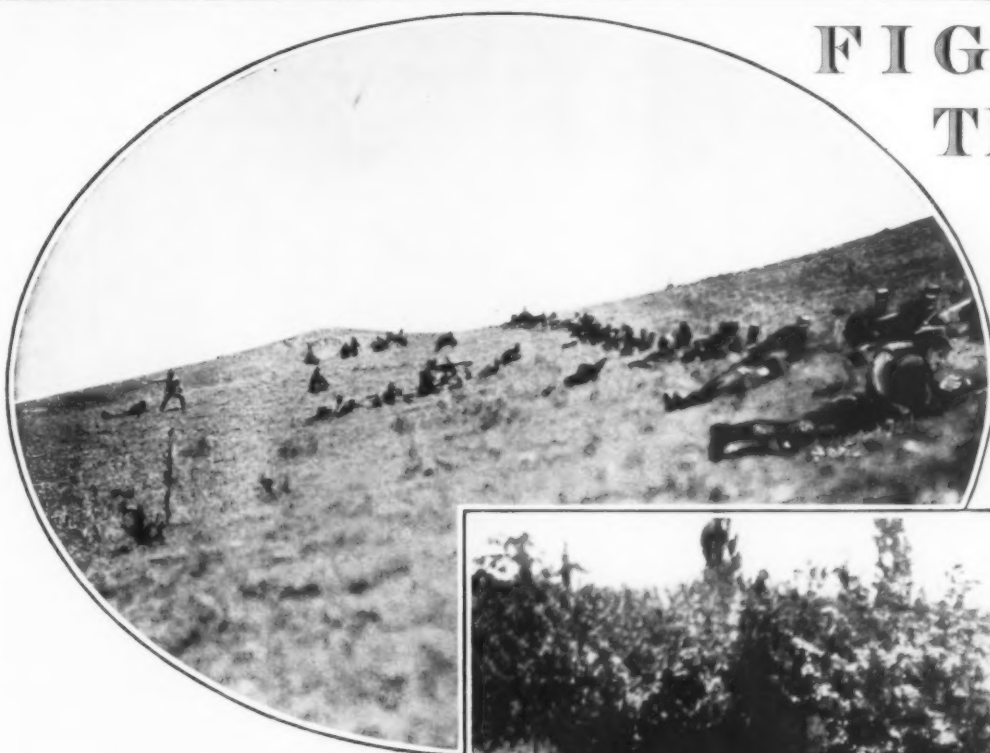
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FIGHTING ON THE SERBIAN FRONTIER

PHOTOS BY
DONALD C. THOMPSON

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TAKEN ON THE FIRING LINE

A Serbian detachment advancing against an Austrian position. This photograph was taken under fire and gives an accurate idea of a modern battle—that is, of as much of it as one man can see. To the right, in the picture, is the first line stretching along the slope. Immediately in the rear of it are two or three men who have been hit. Back of them is the machine gun section. To the left is an officer calling on the second line to advance, and near him is a wounded man prostrate on the ground. In taking such pictures the photographer is under a great disadvantage because he must include a large area in his pictures in order to give any idea of the tactics employed.



AUSTRIAN PRISONERS

Serbia has about 60,000 prisoners of war in various camps. They all wear the Austrian uniform, although many of them are Serbs, who lived within the boundaries of Austria-Hungary and were compelled to fight against their own kindred. Many of these Serbs wanted to enlist in the Serbian army, but were not allowed to do so, as their lives would be forfeited if captured. They were put to work in the Serbian arsenals where they repair captured Austrian guns for the use of the Serbian army.

SERBIAN SOLDIERS WEAR SUCH CLOTHES AS THEY CAN GET

Serbia is so poor that she cannot give her soldiers uniforms, and many of them are dressed in clothes taken from dead or captured Austrians. Mr. Thompson

photographed a group to show some of the variations in dress. Despite their appearance they are great fighters and have repeatedly defeated superior numbers.

EDITORIAL

LET THE THINKING PEOPLE RULE!

ECCE HOMO!

MAN is the only created being that can live in comfort anywhere on the face of the globe. He is the only being to whom another life in another world is promised.

Does man appreciate the magnitude and the meaning of his kingdom and of his mission? There is no climate in which man cannot live. Clothed only with a breech clout, he peoples the jungles of the equator, and wrapped in furs he thrives in the arctic circles.

Trees, shrubs and plants have their zones of habitation, beyond the borders of which they droop and die. Fruits and flowers thrive only in regions adapted to their culture.

The fish of the sea perish on land or when transferred to fresh water, and the fishes of the lakes stifle in the salty seas. Fur-bearing animals flourish among the icebergs and shed their coats if taken to the tropics. Man alone is able to adapt himself to heat or cold, the jungle, the desert or the regions of perpetual snow.

To man alone is given dominion over land and sea. His eyes alone seek out the wonderful secrets of the sky. Man is the lord and master of the world, the conqueror of everything but himself.

All the butchery of war, all the horrors of human slavery, all the terrible results of intemperance, vice and crime with their victims outnumbering those of war, can be laid at the door of man, the only being created in the image of his Maker.

Behold the wonderful work of all creation—Man! The embodiment of strength and weakness, the hero and the coward, the uplifter and the destroyer, the gentle and the brutal, the preacher in the pulpit and the leader of the mob, the advocate of peace and the declarer of war. This is man terrible and finite.

Some wonder why this is an uneven world. Some sincerely believe that wealth is not impartially distributed, that equal opportunities are not open to all, that laws and more laws must forever be enacted to bring about the golden era of a new Utopia.

Who shall draft these new laws? The same human fallible creature who drew the laws of which we complain? The same Man with all his weaknesses and imperfections, all his follies and failings, all the conflicts between the carnal and spiritual natures that make his imperfections so conspicuous.

Can he who violates the laws of God be an immaculate law-maker for Man? Let theorists, faddists and all the advocates of experimental legislation to cure ills that have ever been, take the world as it is.

And let the thinking people rule!

WHO IS RESPONSIBLE?

WHO is responsible for Walsh? inquires the New York Times, a warm supporter of President Wilson. It is a fair question. It refers to the Walsh, who, for some inscrutable reason, was made Chairman of the United States Commission on Industrial Relations. The Commission has been sitting for two years and has cost the people half a million dollars. It has just rendered three different and conflicting reports embracing 200,000 words. The report of Chairman Walsh, which the majority of the Commission, to their credit, refused to sign, is aimed to limit individual wealth to \$1,000,000.

In every other country a man is entitled to everything he can honestly and fairly accumulate. He may discover a mine that makes him rich; he may strike an oil well that brings him a fortune; his farm in the suburbs of a city, may, by the growth of the latter, become enormously valuable as city lots and enrich him to the extent of millions; an humble workman may establish a business of his own and by his energy and efficiency develop it into a magnificent and profitable enterprise; a lowly fisherman may become the owner of a fishing fleet and honestly earn a fortune. On all of these the iron hand of an inheritance tax that shall despoil the winner of all his earnings beyond a million dollars will be laid if Walsh can have his way.

Who is Walsh? His best description perhaps is found in that eminent exponent and defender of the policies of the present Administration, the New York World. It

WHEN THE WAR ENDS

J. OGDEN ARMOUR

WHEN the war ends all European countries will be organized on a syndicate basis. Their industries will be more centrally controlled. They must get on their feet as soon as possible. Foreign trade will be needed more than ever and it must be secured at the least possible expense. Our present happy-go-lucky individualistic methods of seeking outside commerce will handicap us as against European efficiency, sharpened, as it will be, by necessity. We may have to modify our present actions somewhat if we are to secure and hold our share. A "condition and not a theory" confronts us.

denounces Walsh as "an unscrupulous demagogue and blatherskite" who "but for the accident of his title would have passed unnoticed as any other loose-tongued street agitator." The World denounces Walsh's trickery in sending out a report on the Bayonne strike without consulting the other members of the Commission and giving it authority as if coming from the Commission.

Who is Walsh? Let one of his associates on the Commission, Mr. Weinstock, describe his work. Mr. Weinstock says in a public statement: "The bias, the unfairness, the one-sidedness of the report (the Walsh report) are so pronounced as to kill its usefulness. It will stand more or less discounted, not only by Congress, but by all fair-minded people as well."

The Industrial Relations Committee was intrusted with a very serious task. It was to inquire into the condition of the working masses and to suggest the best steps that might be taken for the public welfare. A task like this might have been committed to statesmen of the highest type, to thoughtful, experienced leaders of men and leaders of thought, but instead, at the head of this responsible body, was placed an inconspicuous unknown, lifted from the obscurity that so well befitted him.

Who is Walsh? And who pays the half million dollars for his personally-conducted campaign of self exploitation?

THE TABLES TURNED

THE MANUFACTURER of a salable product has the right to select his own customers. He can refuse to sell to a merchant and there is no law that will put him under the compulsion of doing otherwise. This is the substance of the common-sense decision rendered by Judge Charles M. Hough in the Federal District Court of New York, in denying an injunction sought by a grocery company against the Cream of Wheat Company for refusing to supply the goods of the latter to the former. This is the first construction of the Clayton Act, passed a year ago for the purpose of prohibiting the maintenance by manufacturers of prices at which their customers should resell.

Rome G. Brown, attorney for the defendant company, set up as defenses that the Clayton Act was unconstitutional if it compelled the manufacturer to sell his products to anyone against his consent; that a manufacturer was justified in refusing to sell to a customer because the latter was cutting prices for the purpose of putting out of business other retailers and thus establishing a monopoly "by unfair methods of competition" contrary to the prohibition of the Federal Trade Commission Act. Judge Hough in sustaining these defenses turned the tables on the plaintiff by asking "How can it be called substantial and unreasonable restraint of trade to refuse to deal with a man who avowedly is to use his dealing to injure the vendor?"

In recent decisions of the anti-trust cases, the majority of the Federal Judges, following the example of the United States Supreme Court, have rendered their decisions "in the light of reason." This first decision under the Clayton Law, applies directly, the Minneapolis Tribune says, "to every branded product, such as flour or the products of flour, or any cereal where the brand does not represent the entire commodity or a large portion thereof, from which it is made. In substance it confirms the right of any manufacturer as paramount to statutory prohibition, to select his customers and to sell or refuse to sell to whomsoever he pleases."

This is a substantial victory for fair and honest business. We congratulate Judge Hough on the incisiveness and clarity with which he has presented the facts and decided the real question at issue.

NOT A SUBSIDY!

SECRETARY McADOO announces that if necessary \$30,000,000 of government funds will be deposited in the South to enable the cotton growers to finance the cotton crop. No interest will be charged to the Reserve Banks and the money will be lent to farmers at not more than six per cent interest on cotton warehouse certificates.

Good! If Great Britain's declaration of cotton as contraband injures the cotton growers, they deserve a helping hand. Who better can give it than the Federal Government with its magnificent accumulation of funds in the Federal Banks?

But what about the railroads of this country, representing one fourth of the purchasing power of the United States and second among its great industries. They do not ask the loan of government funds. They simply seek a fair and living income. Shall the government grant it? Thus far it has refused it. And what about the suffering lumber industry?

What about the American merchant marine? Will our government do what other governments are doing and lend its support to American ships to carry American mails and American merchandise? Not thirty millions but a moiety of that sum would revive American shipping and restore it to the place it held upon the seas and which it would be holding to-day but for the foolish outcry of "subsidy!"

This nation is too big. Its area is too vast, its possessions are too extensive to have provincialism prevail or local considerations handicap the highest considerations of patriotism.

THE PLAIN TRUTH

FLAG! A reader of LESLIE'S writes a sharp protest against such treatment of the flag as took place recently in Denver. On Colorado Day, the Denver branch of the World's Children's Peace Movement displayed the Stars and Stripes to which had been added a complete broad border of white as a symbol of peace. Military men, and civilians, were indignant at what they termed a desecration of the flag. Additions and inscriptions detract from the flag.

SHIPS! "The markets of the world are open to us as never before, but we cannot take advantage of these opportunities because we have no vessels in which to ship our goods." This was the simple statement presented before the Federal Trade Commission at Seattle recently by Judge Thomas Burke, President of the Seattle Chamber of Commerce, a gentleman of wide business experience and high standing. The Federal Commission is quietly making inquiries into business conditions in various parts of the country and promises to do its best in behalf of constructive legislation. The outcome will be watched with interest.

SCOTCH! A reader writes from Sierra Blanca, Texas, enclosing a clipping from the El Paso Times, referring to the fact that Governor McDonald of New Mexico in a telegram to the Order of Scottish Clans, complimented those of Scottish blood on the fact that "in these strenuous days when we hear so much about the fatherland we hear nothing of Scotch-Americans. The Scotchman is a Scotchman always, proud of his history as such, and the glory of Scotland and its clans, and at the same time a real, true American citizen, absolutely loyal to the flag that shields and protects him." Our correspondent believes a law should be passed "making it a criminal offence to amalgamate or blend the name of any foreign country with the name American." We have laws aplenty. Let patriotism do its perfect work.

KANSAS! Our friend, Governor Capper of Kansas, should get after Col. J. L. Shepherd. At the recent National Convention of Retail Jewelers in New York, the Colonel declared that politicians were ruining business by making too many laws and that legislation was the only American industry working overtime. His illuminating conclusion, especially requires the immediate consideration of the governor. It is as follows: Kansas gives us "a good illustration of superfluous laws. It's a prohibition State, yet has a law prohibiting the eating of snakes—and there they are supposed to drink only water. I know a man who invited a friend to Kansas City, and when he got him there bet him \$100 he couldn't go six hours without breaking a law. The stranger took him on and then went to sleep, confident of winning the \$100. His host waited until his nap was over and had him pinched for sleeping under a sheet less than nine feet long. Too many laws, I say."

LONDON PRAYS FOR VICTORY

BY JAMES H. HARE, SPECIAL WAR PHOTOGRAPHER FOR LESLIE'S



COME ON! I'LL LEAD YOU

Three blind soldiers at St. Dunstan's Villa, a magnificent London property given by Otto Kahn, an American banker, for a home for blinded soldiers and sailors. Already Great Britain has hundreds, perhaps thousands,

of soldiers who have given their eyes for their country, and now, in total darkness must begin life all over. They are being shown the most devoted care.

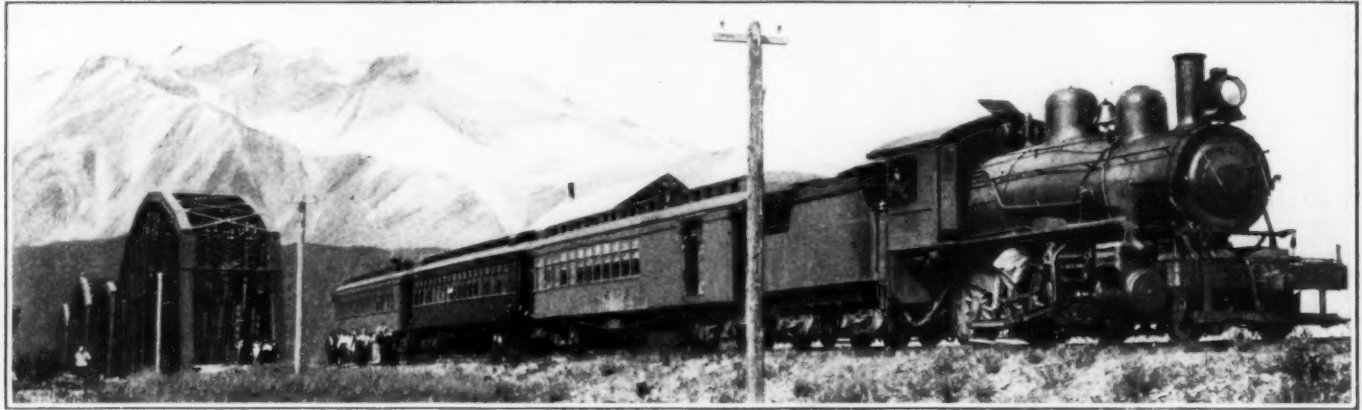
INTERCESSION AT ST. PAUL'S

In a most impressive manner the Bishop of London led a drumhead service on the steps of St. Paul's Cathedral, London, as an intercession for divine aid in the war. Three thousand troops from the City of London Territorials attended and the street in front of the historic old church was filled with soldiers. The service was simple and dignified and most of the clergy who assisted the bishop were regimental chaplains. The military parade that preceded the service was witnessed by great crowds. At the same time intercession services were being held in the churches throughout the United Kingdom.

THE TRUTH ABOUT ALASKA

NO. II. UNTOLD WEALTH OF ITS WATERS

BY JOHN A. SLEICHER



EXCURSION TRAIN ON THE COPPER RIVER & NORTHWESTERN R. R.

This is a broad gauge, fully equipped rail road including dining car service, extending from Cordova nearly two hundred miles into the rich Copper River country. The famous Miles Glacier bridge, costing \$1,000,000, is shown at the left.

SALMON canneries are located at advantageous fisheries along the steamship routes in Alaska. The first within easy reach of the passengers on the *Admiral Watson* was near the wharf at Yakutat, a night's run from Juneau. Captain Ahuss was in charge for the Chicago packing house which owns the plant. It operates only when salmon are running and had just taken in 100,000 fish the night before we touched at the dock, so that canning was in full blast, but only for a day unless more fish came in. The odor from thousands of fish heads and other refuse floating in the water was decidedly unpleasant, but the cannery itself was as wholesome as any butcher shop and there were no flies. The help was largely Esquimaux and Chinese and the work was mechanical. The salmon were fed rapidly, tail first, into a machine that split and cleaned them. Then they were rinsed in clear cold water and cut by revolving knives into portions each just about large enough to fill a pound can. The pieces were packed into the tins, sealed, boiled, tested and labeled all with such precision that in two hours from the time the big fish were pitchforked into the bin, they were neatly packed and piled high in the storehouse.

I spoke with surprise of the canning waste and Captain Ahuss said: "Yes, I sent for a box of glue to Chicago and our concern sent me a package marked 'Made in Germany.' I thought of the wasted refuse in this cannery from which glue, fish oil and fertilizer might all be made. The time is coming when they will." I learned that some canneries are already utilizing all the heads, tails, scales, etc., that have been thrown away for years. No such waste of meat refuse is seen in any of the great packing houses in Chicago. As the late P. D. Armour remarked to me once, "we use everything there is in the hog except the squeal."

PAYING FOR COLOR

When you buy a can of salmon do you know whether it is "red," "pink" or "white" and that all the varieties taste alike and all have about the same food value? But the packer sells the "chum" or white salmon for less than half he gets for the red and he only gets 50 per cent as much for pink as for red salmon. So when you pay a high price for "red salmon" see that it is really marked "red." I learned these facts while at the dock at Saldovia looking over the cannery of Mr. Randolph and his associates. The floor adjoining the cannery department was covered with shiny cans of salmon still warm from the boiler. There must have been 50,000 cans piled up. As they cooled in the sharp, clear atmosphere of an Alaskan twilight I heard a popping like that of parching corn. The tops of the cans, which had swollen in boiling, were shrinking back under the pressure of the atmosphere. Every can must be full weight under the law. A Chinaman with a nail or bit of iron with incredible speed strikes the tops of the cans, and instantly by the sound detects those that are not fully packed. These are not numerous. Under the law they cannot be sold and are therefore given away to persons in the neighborhood. As I saw the *Admiral Watson* taking on thousands of cases of salmon at Saldovia I asked Mr. Randolph how long the fish then being shipped had been out of the water. He said "Only a day. They go from here to Seattle and can be on your table in New

York three or four weeks after they were caught." Fresh fish!

Mr. Randolph said that one of the choicest delicacies he ever ate was a mess of breaded broiled hearts of the big



TOURISTS GO SHOPPING

The wharf at Yakutat, showing Sitash squaws selling moccasins, baskets and wall pockets to passengers from the *Admiral Watson*.

king salmon. Some of these fish weigh 180 pounds each, while the red or "sock-eye" salmon average only eight pounds. "They taste like sweetbreads," he added. "It



HALF A MILLION DOLLAR FIRE AT VALDEZ

View of the town while the flames were raging. Note how it nestles at the foot of a great mountain, where snow lingers even in midsummer. Valdez is pluckily rebuilding its burned district.

is too bad they are wasted." And so are the fine, large livers as big as your hand, and the spawn which if it was sturgeon eggs would command a high price for caviar. Plans to utilize some of these products are being studied by Mr. Randolph and by others. Another tidbit is the little chunk of sweet, tender meat lodged in the cheek of the salmon, just below the gills. The canners reserve such delicacies for themselves and their friends, but the time will come when they will find special mention on the menus of the highest priced restaurants.

At Saldovia I learned many interesting facts about the salmon fisheries from Hon. Edward M. Ball, who has been the government fisheries agent in this district for the past seven years. He said that in 1911-12 the run of salmon in the Afognak Island stream was 50,000, while last year it had shrunk to 17,000. A number of leading canneries are under indictment for wanton waste of food fish, in having impounded hundreds of thousands of salmon and incidentally a large number of herrings, so many in fact that they were unable to can them all and thousands were thrown away. The canneries charge the fishermen with the blame, but the courts must decide. At present greater care is taken to prevent such waste. Mr. Ball thinks the government, to conserve the salmon fisheries, should either have a closed season for the few days while the fish are running up to the spawning grounds or should limit the number of salmon traps and the output of each cannery on a fair and reasonable basis.

SALMON SEASON SHORT

Captain Jensen of the *Watson* believes that in the southern district of Alaska the run of fish is increasing instead of decreasing, but government regulation of the output is generally expected. The red salmon season in Mr. Ball's district begins about the middle of June and is over by the second week of August. The season varies in different sections. The salmon pack for 1913 was about 3,750,000 cases of 48 cans each or 180,000,000 one-pound cases. The canners get at wholesale only about 13 cents for a one-pound can of the best red salmon and only half the price for the pink and even less for the white.

The red salmon constituted only three-sevenths of the pack, but three-fourths in value of the entire product. The public prefers the red meat and is willing to pay double price for it. So much for gratifying a taste.

A novelty in salmon packing is about to be tried by a shrewd Vermonter, Col. P. D. Blodgett, who has a large cannery at Kodiak and the only one I think operated, excepting the clerical force, by natives. Next season he will can selected whole salmon weighing from six to eight pounds each so that they can be sold cooked and ready for the table at from \$1 to \$1.50 each for red salmon of the finest variety. Mr. Ball, the government fisheries agent, says the Pacific Coast salmon die after they spawn, but that is not the case with salmon in the Atlantic Coast. If this be so it modifies the indictment against those who impound more fish than the canneries can take and leave them to perish, for death is their portion anyway.

Governor Strong calls attention to the fact that the government is conserving everything but the fisheries.

(Continued on page 270)

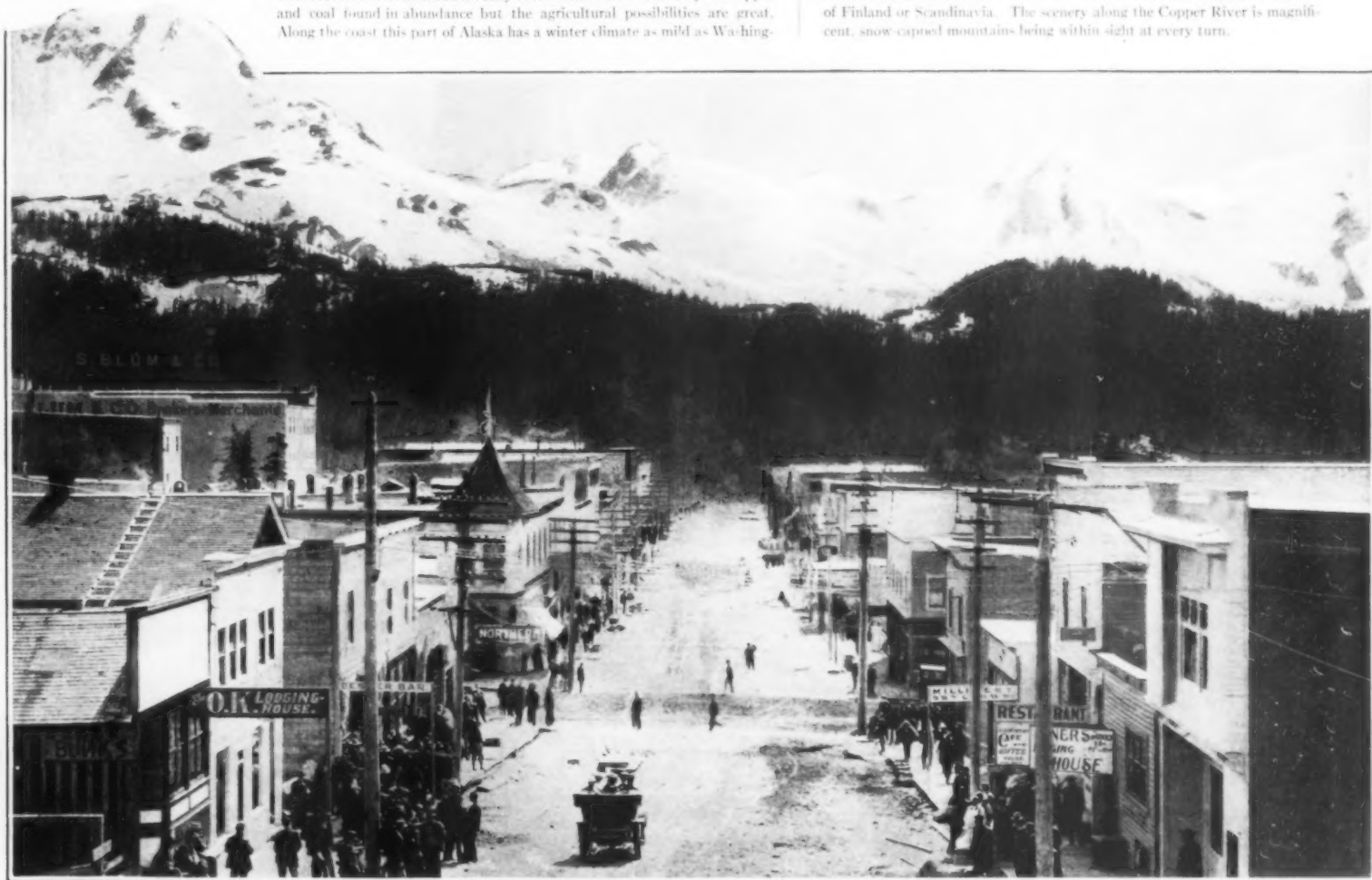
NATURE'S GLORIOUS PANORAMA



WHERE THE COPPER RIVER JOINS THE SEA

This beautiful stream drains a valley of fabulous riches. Not only are copper and coal found in abundance but the agricultural possibilities are great. Along the coast this part of Alaska has a winter climate as mild as Washing-

ton or Baltimore; in the interior the winters are not more severe than those of Finland or Scandinavia. The scenery along the Copper River is magnificent, snow-capped mountains being within sight at every turn.



PRINCIPAL BUSINESS STREET OF THRIVING CORDOVA

Cordova is destined to be one of the important cities of the Alaska of the future, when the resources of this great territory are more fully developed. It is handsomely laid out with streets 70 feet wide and the beautiful mountains make it scenically impressive. The expectations of the

residents have a foundation in solid fact. With a square deal from the United States Government Alaska is certain to be a rich and prosperous commonwealth within a few years and will be capable of supporting a vast population of American citizens.

THE TREND OF PUBLIC OPINION

BY CHARLTON BATES STRAYER

WAR CLOUDS ARE PASSING

GREAT importance was attached to an official request from Count Bernstorff, the German Ambassador, that the United States would take no action on the sinking of the *Arabic* until the German statement of the case could be heard. This request was coupled with the statement that as yet the German admiralty had received no report on the occurrence. Most significant of all was this paragraph: "If Americans should actually have lost their lives this would naturally be contrary to our intentions. The German government would deeply regret the fact, and begs to tender sincerest sympathies to the American government." On August 26th the German Chancellor von Bethmann-Hollweg assured the Associated Press that if an investigation showed that the submarine commander had exceeded his instructions Germany would not hesitate to give complete satisfaction to the United States. The German newspapers speak in another tone. While insisting that the *Arabic* was probably sunk by striking a floating mine (of British origin) they insist that if she was a victim of a German submarine it was a good job. The *Hamburger Nachrichten*, after admitting that possibly an undersea boat did sink the liner, says: "The U-boat acted rightly, and, even if American passengers on board sank with the steamer and some of them were drowned, then that serves again as a warning that no one should lightly enter into the war zone or go within the range of weapons." The *Berlin Kreuz Zeitung*, in commenting on the rights of Americans as neutrals, says: "These inalienable rights, as is known, consist of using British passenger steamers."

American newspapers refused to get excited over what they recognize as a grave situation. They generally feel that President Wilson is not likely to do anything rash, and that the final action of this government may be safely left in his hands. Numerous governors, assembled at Boston to consider national defence problems, expressed themselves along the same lines. Cardinal Gibbons in an interview urged Americans to keep off belligerent ships and said that it was asking too much to expect the country to fight because a few citizens were over daring. If Germany makes proper reparation for the past and gives categorical assurances for the future safety of Americans, within their neutral rights, all official friction will end.

DEMOCRACY IN JAPAN THE development of new ideas in Japan is well instanced in the announcement that at the accession of the Emperor Yoshihito November 10th, next, the emperor is to ascend the throne in the presence of the representatives of the people. This is an innovation that overturns the custom of 2,500 years. The emperor, or Mikado, was formerly considered sacred and was not allowed to come in contact with his people. Even the progressive father of the present ruler made his formal accession to the throne in the deepest seclusion. The festivities in connection with the ceremony of next November will last for two weeks. The accession will take place at the ancient capital of Kioto. It corresponds to the coronation of western monarchs, being a ceremony that marks the formal ascension of the throne, and usually held a considerable time after the actual assumption of the office. The monarchs of Japan do not wear crowns, and the crown does not figure among the royal insignia, therefore the ceremony is not a coronation. Japan has changed from a policy of complete national isolation to one of active participation in the affairs of nations in less than 50 years. The fall of the shogunate in 1867 and the restoration of the ancient privileges of the Mikado marked the beginning of a progressive era in Japanese life. To-day Japan is developing industrially at a rapid rate, and is experiencing many of the evils that have accompanied it in western lands.

WOMEN MAKE READY FOR WAR

THE Special Relief Society of New York has sent out an appeal in which it urges the women of the country to call upon Congress to take immediate action looking to an adequate system of military defence. The appeal further says that the society is making preparations for hospital and relief work in case the



EMPEROR OF JAPAN
Yoshihito, who will make his formal accession to the throne at Kioto on November 10 of this year.

United States should become involved in war. Many members have offered their summer homes as emergency hospitals and the society is desirous of extending this list. Sample kits for soldiers have been prepared and lists of sewing societies that will undertake their manufacture when needed are being formed. Registers of women who will volunteer for relief work, as nurses and in other capacities, have been opened. The cooperation of existing organizations is asked, and individual support is invited. The society is composed of women from various parts of the country, many of them being well known nationally.

LONDON STILL TRADE FOCUS

THE hopes of those patriots who have insisted that New York will become the trade center of the world as a result of the war would seem to be but dreams according to the experts of the National City Bank of New York. *The Americas*, the organ of the bank, says in a recent issue



AUSTRIANS ON THE ITALIAN FRONT

They are laying a field telephone line across a mountain stream. The Austrians have been forced to retire slowly before the Italians ever since the opening of hostilities in May.

that England is rapidly regaining the trade that she lost at the beginning of the war, and that the world trade is still safely focussed around the English channel. The statistics compiled by the bank show that Great Britain's export trade from January 1st to June 1st was only 16 per cent below the total for the same period in 1914, and that the imports were from eight to 20 per cent greater, showing a steady increase since the beginning of the German submarine campaign. England has also regained her re-export business, which in January was 28.1 per cent below normal and in May only 1.2 per cent below. The recovery of this line of trade was at the rate of about \$7,000,000 a month. The same experts find from statistics that the export trade of the United States is doing well, but point out that so large a part of our sales are of war munitions that a troublesome period of readjustment must be expected at the close of the war. Our present exports of raw and manufactured products for war purposes are about \$100,000,000 a month.

TEUTONS ARE SATISFIED

THE Austro-Hungarian Embassy at Washington has issued a review of the first year of the war from the standpoint of the Teutons which reaches the joint conclusions that "the position of Germany and Austria-

Hungary is most encouraging from a military, economic and financial point of view," and that "the second year of the conflict has begun under the most promising auspices for the allies of Central Europe." Among the things which are credited with having contributed to this condition are the inability of the Allies to drive the Germans out of their strongholds along the western front; the possession of Antwerp, Zeebrugge and Ostend by the Germans; the vast industrial resources of Belgium and that part of France in German hands, which are being utilized to the utmost for the benefit of the Germans; the great stocks of raw materials seized in the same territory and applied to military uses; the capture of similar stocks at Warsaw and elsewhere in Poland and the possession of the Polish coal mines; the taking of more than 1,500,000 Russians prisoners of war; the repeated defeats with consequent demoralization of the Czar's armies; the successful resistance of the Turks at the Dardanelles and the continued neutrality of the Balkans. The adherence of Italy to the Triple Entente is denounced as the "most shocking act of treachery" and the military accomplishments of the Italians are belittled. The statement is made that both Germany and Austria-Hungary have ample stocks of food to last until the next harvest and the supply of copper and other metals is said to be ample for military needs. It is pointed out that prices of the necessities of life have not risen higher in the comparatively isolated Teutonic countries than they have in Great Britain where the prevailing high prices are charged to the submarines.

DEVELOPMENTS IN THE NEAR EAST

ITALY'S declaration of war upon Turkey, the call of the King of Rumania for a conference of representatives of all the Balkan states and Rumania's continued refusal to allow Germany to ship munitions of war for Turkey through Rumanian territory; Serbia's acknowledgment of the predominant position of Italy in the Adriatic, and her decision to yield to the proposals of the quadruple entente for satisfying the territorial aspirations of Bulgaria, are diplomatic developments of the highest significance to the cause of the Allies. Bulgaria is reported to be massing troops on her Turkish frontier and Rumania to be doing the same on her Austrian frontier. Greece, which continues to insist on "the integrity of Greek territory" and seems determined to remain neutral, is the chief stumbling-block to harmonious action by the Balkan states. With the diplomatic exchanges which have been going on constantly with the Balkan states by both sides since the outbreak of the war, the progress of the Dardanelles campaign and Italy's declaration of war against Turkey it becomes increasingly certain that the Balkan states will not much longer remain neutral, but will align themselves with the side they expect to see win.

HOW TO END GRAFT

IF Civil Service Reform were completely established, grafting would be at a discount. As long as patronage is the gift of the politician, public places will be filled with the unfit, the incompetent and undesirable, and the taxpayer will foot the bill. If patronage is distributed as a reward of politics, contracts for public work will naturally be distributed in the same way. In a city where millions are expended yearly for public purposes, a million dollars diverted to graft will add but a fraction of one per cent to the tax rate and thus pass unobserved by the taxpayers.

The close connection between some of the political bosses and favorite contracting firms explains why the former manage to accumulate fortunes in a few years and to retire as millionaires. So politicians enrich themselves on the spoils of blackmail in public departments, especially in the police department. We have heard of a notorious police official in a leading city who purchased valuable real estate properties, always paying for the same out of an enormous roll of bills. A bank account could be traced, but bills could not be. Politicians formerly marshaled their retainers by proclaiming the old Jacksonian axiom, "To the victors belong the spoils." We hear less of this now, but it is still the motto of the political boss. That is the reason why he is the enemy of efficient and economical government. The spoils system is one of the greatest evils of the Republic and Civil Service Reform one of its greatest blessings.



CAPTAIN FINCH
Commander of the *Arabic*, sunk by a German submarine. The energy and efficiency of the captain and the crew saved many lives.

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN, LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

IT OFTEN MEANS WAR

A RATHER fine distinction has been drawn between the "severance of diplomatic relations" and a "declaration of war." The distinct impression has been given to the public that the former course could be adopted without involving the latter, but as this question is apt to recur from time to time, it might be well to state the fact that diplomatic relations have never been severed, without war as a consequence. Moore's Digest, one of the leading authorities on international law, sets forth not a single case where the severance of diplomatic relations has not been followed by war. It has been pointed out that diplomatic negotiations were broken off with Mexico, without the sequence of war. This, however, is not true. Ambassador Henry Lane Wilson did not ask for his passports. He merely returned to the United States and was not sent back because President Wilson was not in sympathy with his methods. And the Mexican Ambassador to the United States was not given his passports. It should also be explained that a government may hand an Ambassador his passports, because of some personal objection to him, but this is by no means equivalent to the severance of diplomatic relations. The nation to which an Ambassador is accredited always has the say in such matters and no offense is taken by the country from which he comes. But when diplomatic relations are broken off, the challenge to war is direct and unmistakable. It means that the nation which takes action regards the other as an outlaw. War, according to all precedents, follows inevitably.

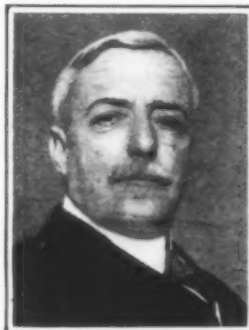
COTTON AS CONTRABAND

THE decree of Great Britain and France putting cotton on the contraband list caused no surprise in official circles in Washington. It had been expected. It also was expected that this Government would register an early protest against the contraband decree, but no hope was entertained that the protest would be effective. Great Britain's statement that "His Majesty's Government contemplates measures to relieve, as far as possible, any abnormal depression which might disturb market conditions," is interpreted as meaning that England will make purchases of cotton if necessary, for the steadying of the market. It was intimated that Lord Northcliff's plan for making this purchase and storing the cotton until after the war is over might be adopted by England if the resentment of America became menacing. Unless cotton were purchased and kept from the general market the relief that would be afforded would be fictitious, since the cotton would find its way into the hands of those who otherwise would make direct purchases. However, the Reserve Board realizes the danger to the South and the Administration realizes the danger to its political fortunes. The failure of the United States Government to use any real pressure on Great Britain will be made one of the issues at the next Congress, not by the Republican party, but by Democratic senators from the South.

MILLIONS TO SPARE

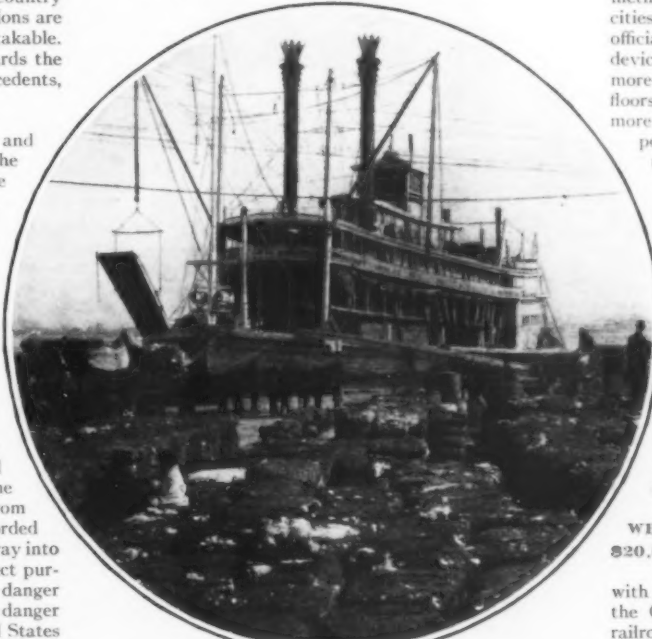
SECRETARY McADOO'S announcement that the Treasury Department stands ready to deposit \$30,000,000 in the Federal Reserve Banks of Atlanta, Dallas, and Richmond, for the purpose of enabling these institutions to rediscount loans made on cash secured by warehouse receipts by national banks and those state banks that are members of the Federal Reserve system, no doubt will help the cotton situation in the South. Exercising the discretion given to him by law, the Secretary of the Treasury for the time being, will charge no interest on the deposits in Federal Reserve banks. He explains that such action is justified by the unusual situation respecting cotton caused by the war. Nevertheless, until this announcement was made, Secretary McAdoo, who last fall made the general charge that the financial difficulties at that time largely were due to the hoarding of money by national and state banks, himself had been hoarding money for the United States Government. When the Federal Reserve act in the form of a bill was passed by the House of Representatives, it contained a provision compelling the Secretary of the Treasury to deposit the general fund in the proposed Federal Reserve Banks which also were to act as the fiscal agents of the government. The intent of the bill was to do away with the

independent treasury system. It was provided that all the collections of the government were to be deposited with the Reserve Banks and all disbursements were to be made by checks against such deposits. As the bill passed the Senate and was agreed upon in conference, however, the word "shall" of the House bill was changed to "may" and the Secretary was authorized to designate the Reserve Banks as the fiscal agents of the government in his discretion. The Secretary, until his cotton announcement, had not directed that a single dollar of government money be deposited in the Reserve Banks, nor has one of them been designated to act as a fiscal agent of the government. The general funds still are hoarded in the Treasury. Financial experts agree that the independent treasury system always has been as much of a business disturber as Wall Street. The government withdrew money from the channels of trade without any regard to the needs of business.



SECRETARY LANSING

On whom falls much of the burden of our difficulties with belligerent nations who will not respect our rights as neutrals.



WHAT SHALL WE DO WITH THE COTTON CROP? Great Britain and France have declared cotton contraband of war, and it is feared that this will greatly restrict the sale of the big crop just being harvested in the South. Last year the cotton market was demoralized by the outbreak of the war.

THE PASSING OF GRAPE JUICE

COINCIDENT with the abolishment of grape juice from diplomatic functions in Washington, former Secretary of State Bryan announced his hope that national prohibition will not be an issue in the campaign of 1916. He shows a preference to see the campaign develop the economic issues which divide the two leading parties. "The Democratic party," he adds, "has made a splendid record on matters of legislation and administration, and its defeat might result in the undoing of some of the things that have been accomplished." It is hardly likely, of course, that Secretary Lansing's announcement that wines hereafter will be served at state dinners, or the unfeigned joy with which this announcement was received by foreign diplomats at the Capital, had anything to do with Mr. Bryan's elimination of prohibition. It is far more likely that he has been sizing up the political situation and realizes that his best chance for the Democratic nomination for President, which he is seeking with his old-time vigor, lies in the enforcement of the single-term plank of the Democratic platform of 1912. Mr. Bryan's friends are making no secret of the fact that he intends to oppose the



SECRETARY McADOO Who has taken steps to help the cotton growers by supplying Federal Reserve banks in the South with \$30,000,000 to loan on cotton warehouse receipts.

nomination of President Wilson on the ground that the Democratic party is pledged to the single-term principle. He does not wish to confuse this issue by the interjection of prohibition, which would force an entirely different kind of line-up. He will lay stress upon his peace policies, and will insist, to use his own words, that "the man who breaks a platform pledge is as guilty as an embezzler."

SKYSCRAPER POST OFFICES

TO the credit of the present officials of the Treasury Department it may be said that they are making a sincere effort to grapple with the problem of increased postal facilities in the various large cities. Assistant Secretary Byron R. Newton, of the Treasury Department, recently announced that plans are under consideration for the construction of skyscrapers on postoffice sites throughout the country generally, thus doing away with the old extravagant method whereby the choicest realty sites in the large cities were used for one-story buildings. Government officials believe they have found a way to use modern devices such as chutes and electrical appliances to utilize more than the ground floor for mail distribution. Extra floors would be used for other Governmental purposes or more probably, for leasing to private tenants. Wherever possible, the Government will build near the railroad terminals, as was done in the case of the new city postoffice in Washington, D. C. Here it has been possible to save as much as half an hour in the distribution of mail by reason of the proximity to the general railroad station. It is natural that there will be considerable opposition to the radical reforms that are to be made. Boston already protests against the skyscraper scheme on the ground that such buildings would be inartistic. The plans are still tentative, but almost anything would be preferable to the present haphazard system of appropriations whereby each Congressman attempts to procure a share of the public buildings "pork barrel" bill, resulting frequently in the construction of \$50,000 post-offices in a town whose entire population could sleep in the building.

WHERE DID \$20,000,000 GO?

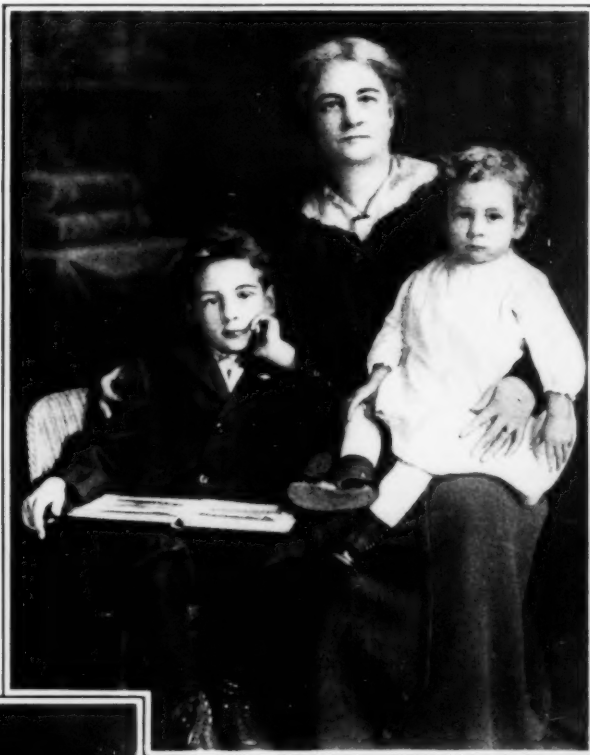
THAT \$20,000,000 was lost in bad investments, that the directors did not direct and that a receivership was brought about with needless secrecy—these are the salient features of the Commerce Commission report on the Rock Island railroad. The report is disappointing to the political muckrakers who expected to unearth a great financial scandal. The Government spent many thousands of dollars and a year's time digging through the Rock Island history—countless books and papers were searched; thousands of pages of testimony were taken; and statisticians, examiners, commissioners, politicians, lawyers, bankers, brokers, railroad managers and directors traveled back and forth between Washington and New York and Chicago for hearings and rehearings. But after all this tremendous effort the report that the Commission made contains no important information that could not have been obtained by any intelligent person in a few hours' study of any financial handbook. The probing of the Rock Island records failed to disclose a single instance of the "insiders" using the company for their own advantage. A greater railroad mileage is now in the hands of receivers than ever before in the country's history. The Rock Island is only one of many roads that in the past five years have been unable to meet their interest charges. Their operating costs—wages, materials, taxes—have steadily risen, while their pay for carrying passengers and freight has been cut down by Governmental bodies. The decline in the market value of American railroad securities now reaches several hundred millions of dollars. The situation with reference to the Rock Island is simply this: If the investments made by the backers of the road had proved profitable, there would have been no scandal. But because the investments did not turn out well, the large losses were given unusual significance. In calling attention to these accidental losses, however, the Commission also should have directed attention to the enforced losses—those enforced by the Commission's own rulings. It is true that the gross business was larger than ever before, but the net was lower, because the Commission has been forcing many railroads to do business at a loss.

PEOPLE TALKED ABOUT



HONORED BY LAWYERS

Ex-Senator Elihu Root, who was recently unanimously elected as president of the American Bar Association at its meeting in Salt Lake City. Theodore Roosevelt once called him the greatest living American statesman; a reputation that he has justified, and nowhere more strikingly than as the present head of the convention revising the constitution of the State of New York.



PRESIDENT OF COLUMBUS (O.) SCHOOL BOARD

Recently LESLIE'S printed a picture of Mrs. Victor Berger, of Milwaukee, stating that she was the first woman to be elected president of the board of education in a city of the first class. Friends of Mrs. Dora S. Bachman, of Columbus, O., write to say that she was elected president of the Columbus board more than two years ago. She was the first woman to be admitted to the practice of law in Ohio. Although an active attorney she finds time to be a good mother.



DESCENDANT OF THE PROPHET

Sheik ul Islam, the head of the Mohammedan faith in the Philippines, is at present in this country to raise money to educate the Moros. His title is Imperial Ottoman Religious Commissioner. He traces his descent through 37 generations to Fatima, the daughter of Mahomet.



RAISED MILLIONS FOR RED CROSS

Mrs. John Spencer Brunton, treasurer of the Australian Red Cross, recently passed through the United States on her way to England. She was prominent in the Red Cross effort in Australia that resulted, a few months ago, in raising nearly \$2,500,000 in one day. This is, perhaps, the most remarkable record in charitable work ever made.



COLONEL CLEM RETIRES

Colonel John L. Clem, the "Drummer Boy of Chickamauga" and the last veteran of the War Between the States to remain on the active list of the United States Army, was retired for age on August 13th, with the rank of brigadier general. At the age of ten years he followed an Ohio regiment as drummer boy and served through the war. President Grant commissioned him in the regular army.



WORKS FOR CHILD WELFARE

Mrs. Howard Payne, of Elberton, Ga., the honorary president of the State Congress of Mothers, is an active worker for child welfare and has been instrumental in obtaining laws providing for birth registration, medical inspection of school children and the proper care and training of defectives. The State Congress is a large and influential body.



RECALLED TO HIS POST

William W. Russell, who was removed by Secretary of State Bryan as Minister to Santo Domingo to make room for James M. Sullivan, has been reappointed by President Wilson and will go back to his post. He was originally appointed to the diplomatic service by President Cleveland, and continued in it under a long succession of Republican administrations, only to be removed by a Democrat to make a place for a political henchman.

SEEN IN THE WORLD OF SPORT

BY ED A. GOEWY (THE OLD FAN)



YOUTHFUL WONDER

Al Mamaux, a 21-year-old youth, who this year for the first time is taking his regular turn in the box as a big league twirler, is the pitching sensation of the season. He ranks in the official averages as the best tosser in the game with a winning percentage of .785. He is 38 points ahead of "Alexander the Great" of the Philadelphia Nationals, generally considered the best pitcher of the present time, and 18 points in advance of "Smoky Joe" Wood, of the Boston Red Sox, premier fliker of the Johnson organization. If Al can maintain his present gait he will finish the season head and shoulders above all competitors. Mamaux was born in Dormont, a Pittsburgh suburb.



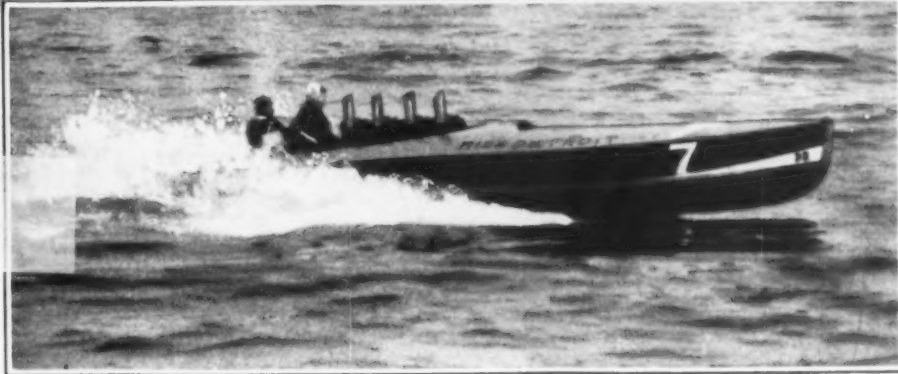
THE OLDEST BASEBALL STAR AND THE "OLD FAN"

Napoleon Lajoie, the oldest baseball star still playing in the majors, discussing the national pastime with "The Old Fan." "Nap" is one of the most popular performers in balldom. He was born at Woonsocket, R. I., in 1875. He first played with the Fall River club, of the New England League, from which he went to the Athletics in the late 90's.



MIDGET MASCOT

There are almost as many mascots as there are clubs playing the great national pastime, but probably the most unusual of all of this army of good-luck bringers is "Little Chief Meyers," who gives his services to the New York Giants and the Yankees. "Little Chief" is a dwarf, less than three feet in height, and his name is Dominick Margo. Eighteen years ago he was born in Naples, Italy. He has been employed as a "special policeman" in many theaters in New York.



MISS DETROIT IS A SPEEDY MOTOR BOAT

Miss Detroit, the motor boat built for a syndicate of Detroit enthusiasts, had no difficulty recently in winning all three races for the Gold Challenge Cup in New York waters. Miss Detroit can make 57 miles an hour, but she did only one lap of five miles at the rate of 50 miles. The rules called for a novice driver and John Milot, who had never before handled a motor boat, was selected 10 minutes before the race started. He is expert in driving automobiles.

RECORD BASEBALL CROWD

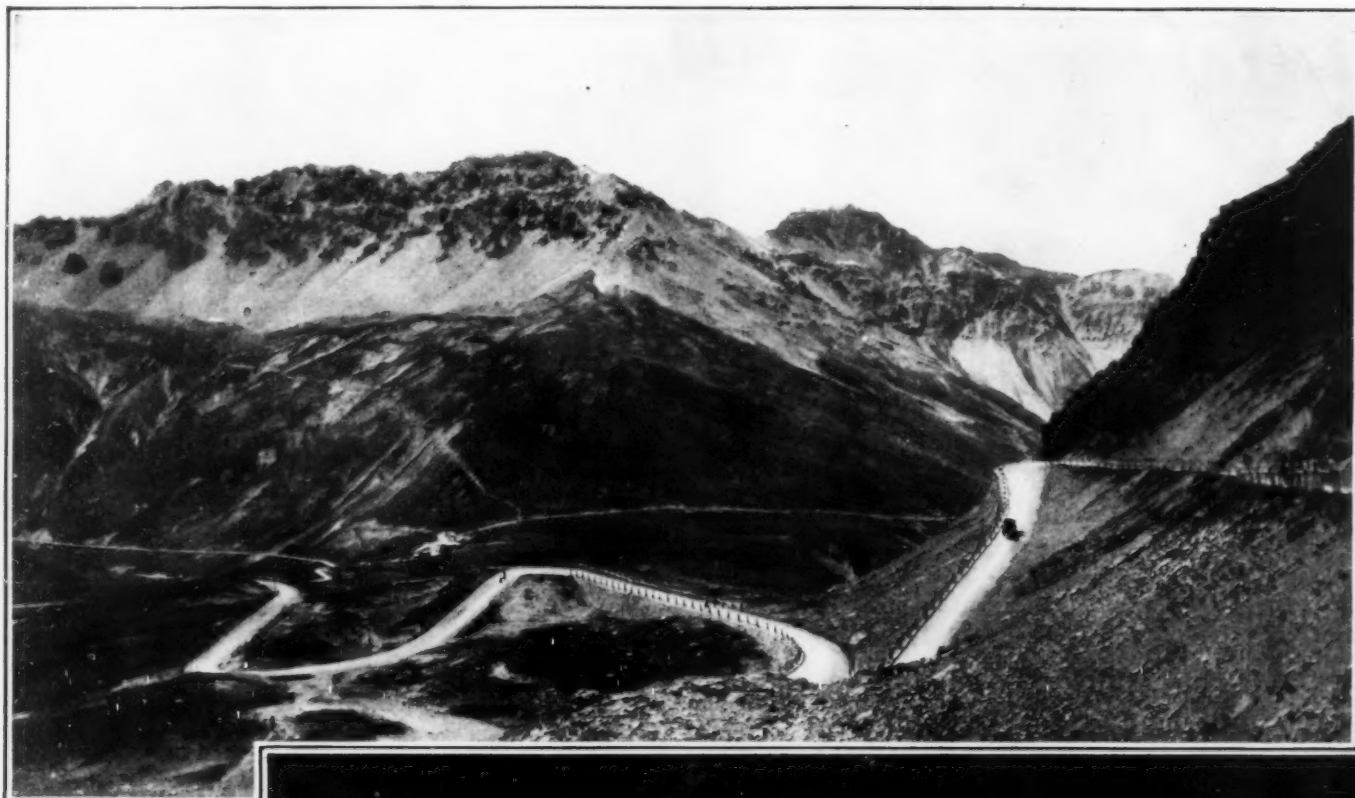
It is some persons have alleged the European war has cut in somewhat upon the attendances at the big league ball games this year, there was nothing to support their contention at the formal opening recently, at Boston, of the new park that James E. Gaheen, owner of the Braves, has built for his club. At the initial game there were more than 47,000 fans in the park, many of whom had to stand in the field throughout the contest. This was the record attendance at a professional baseball game.



ANOTHER "MIRACLE MAN"

One of the most talked of men to-day in major league baseball circles is Willert Robinson, or "Uncle Robbie," as he is more familiarly known, manager of the Superbas. When Robinson was appointed manager of the Brooklyn outfit in November, 1913, the team had finished a poor season, winding up in sixth place in the National League.

PICTORIAL DIGEST OF THE WORLD'S NEWS



ITALY'S BATTLEGROUND

The Stelvio Pass across the Alps, 9,055 feet above the sea level. This view is looking toward the Italian side of the boundary between Italy and Austria, and it shows vividly the character of the country in which the Italian and Austrian armies have been fighting. The heaviest engagements have been toward Trieste, which is the present objective of the Italian advance. In the middle distance is shown the Italian custom house and the hospice of Santa Maria.



MUSSLMANS AT PRAYER IN THE FIELDS OF ENGLAND

Many of the French and British colonial troops are followers of the Prophet, and their religious services are strange and curious to European eyes. In the picture to the left an Imam, or holy man, is preaching to a congregation of Mohammedans near Woking, England. The audience is composed principally of Indian soldiers invalided to

England from the battle fields of France. The upper picture shows the "prostration" in which the worshippers, bowing toward Mecca, the sacred city, pray to Allah in silence. Each man has his prayer rug beneath him. The Mohammedans have maintained a small mosque at Woking for a number of years.



ANNOUNCING THE FALL OF IVANGOROD

Archduke Joseph Ferdinand, of Austria, communicating to his staff the news of the capture of the Russian fortress. Armies under the command of the Archduke took the fortified places of Lublin, Radom and Ivangorod in rapid succession. In the early spring the Russians were deep into Austrian territory and were holding the Germans in front of Warsaw. Now they have been forced out of Austria and have lost their first and second lines of defense to the West. They are to make a stand on the third line, about 350 miles east of Warsaw.



CANTON FLOOD VICTIMS

The first pictures of the recent Chinese floods to reach this country show the destruction and loss of life in Canton to have been terrible. Above is seen a raft floating on the swollen river, and bearing the bodies of a woman and child, covered with matting, while on the boat coffins are piled, each with its flood victim inside. Actual figures on the loss of life will never be compiled, but the estimates run from 80,000 to 100,000, not all, however, in Canton and vicinity. The floods were widespread and of unusual severity. This picture was sent to LESLIE'S by the United Brethren Mission of Canton with an appeal for funds for the flood sufferers. Contributions may be sent direct to the Mission or through LESLIE'S.



ENGLAND THREATENED WITH A SHORTAGE OF PAPER

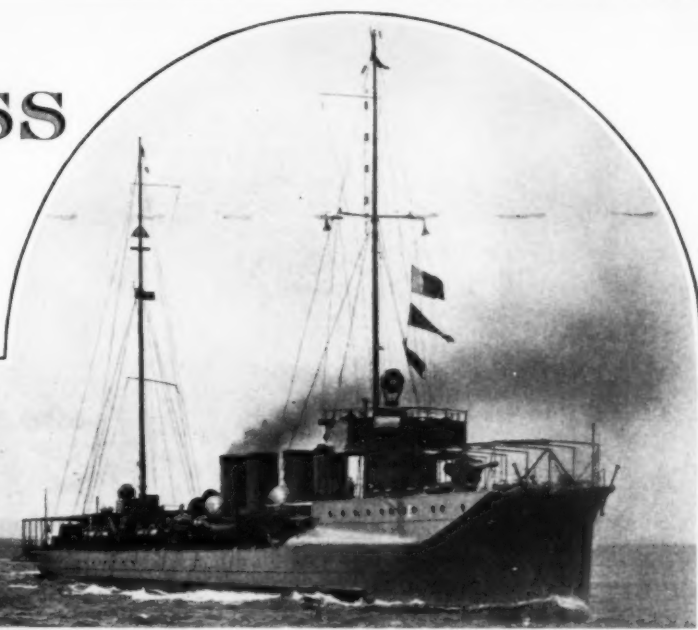
Germany is not the only country where the war has caused shortages of materials. The British Isles are finding the stocks of print paper very short and the newspaper proprietors have called on

the public to save old papers. Our photograph shows the pupils of a school in Manchester bringing in waste paper. It and similar contributions will be gathered up and shipped to the paper mills.

OUR NAVAL UNPREPAREDNESS

BY HENRY B. JOY

EDITOR'S NOTE:—In this, his second article, Mr. Joy deals vigorously with the condition of our navy, which he says is largely made up of obsolete and ineffective ships. The awakening of the people to the necessity of an adequate system of national defense can, alone, bring about better conditions.



TORPEDO BOAT DESTROYER FLOTILLA OF THE ATLANTIC SQUADRON ON MANOEUVERS

The *Beale* is leading the flotilla. Our newest destroyers are fast and up-to-date boats, but the older ones are practically obsolete. Destroyers have been proven of vital importance

to a well-balanced fleet and our navy should be strengthened by the addition of many more of the highest efficiency and by battle cruisers, too.

THE military and naval inefficiency and unpreparedness of the United States of America is now acknowledged by common consent. Notwithstanding the repeated reiterations through the press, as to the excellent preparedness of the battleships, destroyers, cruisers (we have no battle cruisers), submarines, minelayers, hydro-aeroplanes, colliers, and our auxiliary merchant marine, every student of naval affairs knows that our naval equipment in ships and guns is terribly deficient. Our capacity to build modern ships and guns and everything pertaining to efficiency in naval affairs is below that of other countries by reason of lack of experience in construction and operation. We do not build enough new equipment to keep up to date. We do not build it rapidly enough and when we get it built we do not consign it to the scrap pile soon enough to be well rid of obsolete, back-number ships and all.

Anyone who does know our naval service does know that its personnel, both officers and men, are excellent, capable, efficient and patriotic and are thoroughly proud of the service and constantly seeking in every way its extension and improvement according as the wisdom of Congress provides the means, financial and otherwise, and according to the brains and practical common sense which occupies the civilian offices having power over the naval service.

Our people as a whole know, I venture, mighty little about our naval service, its workings, or know how its work is developed and carried along to higher levels, or lowered discouragingly according to the whims of Congressional Committees or of political appointees in authority over its affairs.

EXPERTS ARE NEEDED

When the present Secretary of the Navy, who was editor of a daily paper in Raleigh, N. C., population 19,000, took up the duties of that great office, he frankly stated, according to the daily press, that he knew no more of naval affairs than the average country editor could be expected to know. That is almost a staggering condition to contemplate. If any man is in need of the services of a doctor, mechanic, lawyer or what not, he does not go out on the highway and employ the first passerby, nor does he telephone to a nearby friend simply because he likes him. He seeks diligently for a man qualified by training, capability and experience. What a difference!

Certainly, therefore, under our political conditions we must realize that the various important services of our nation's departmental affairs have necessarily serious lapses from a continuity of intelligent well-planned policy leading upward to improved efficiency because the advice and recommendations of expert men are unheeded and set at naught by incompetent civilians and politicians.

When we read of a submarine failing to function properly, involving thus the death of some of our good young officers and men, as happened to Submarine *F-7*, at Honolulu recently, it scarcely causes more than passing notice. It is merely a news item lost amidst the mass of murder, arson, burglary and scandal. Yet, behind all that is tragedy and hard feelings toward the ones who are charged with the blame of the inefficient character of the submarine.

Why was so obsolete and out-of-date a vessel allowed to remain in service? Why did not the officers refuse to

embark in it, or the crew for that matter? Why has not this great country as efficient submarines or ships or equipment of every character as any other nation? Such are some of the questions by civilians. The simple answer is we do not spend the money toward that very desirable end. Read the discussions in the committee on Naval Affairs of the House and Senate in the last Congress and an impression will be made on your mind perhaps which will explain partially at least probably why the submarine crew at Honolulu lost their lives. I say partially explain, because another real reason is why was it in commission at all if it was of old type and had outlived its usefulness.

Our naval service is naturally obliged to make such use as it can of such implements as are provided by the wisdom of Congress. It must use such tools as it has and make the most of them. The officers and crew detailed to an obsolete or unsafe vessel can hardly say "We will not go to sea in that ship."

OUR NAVAL HANDICAPS

We must send to sea our officers and men, about 1,000 to each battleship to meet the enemy, if conditions so needing should arise, in United States naval ships which are slower in speed and with guns of smaller power and with armor of less effectiveness than the corresponding vessels in other first class naval services, which our ships would have to measure themselves against vessel for vessel. Yet, these ships are kept on the navy list and rated as ships of the first line of their class, or we would not have any navy at all to speak of. Is this startling news to you? It is a fact!

These obsolete ships make a fine show of electric lights and flags and other bunting in the Hudson River on Presidential review, and the newspapers publish what a wonderful navy we have, as stated by the civilian officials in power at the time. Only the expert naval officers on the job know the hollow mockery of the whole thing, and they cannot talk. Their lips are sealed by duty to the naval service they so much love, and to which they consecrate their lives, awaiting, resentfully perhaps, the day of action with fortitude. Our naval needs are all recorded, however, before the committees of Congress, but the press of the country does not drive the facts home into the minds of the people.

PEOPLE ARE ARBITERS

The scanty size of our incomplete and unbalanced naval fleet and the retention in service of obsolete types is a crime and a deception practised on the American people. This condition of things should be overcome. Nothing can remedy this condition of unpreparedness under our form of government except the votes of the people educated to the point of so-doing by the patriotic press of our country. It is up to the press. The press of the country in the ultimate will make of our naval service such as they desire it to be. Their responsibility in this matter is great. It is very great. Yet there does the responsibility rest not elsewhere. As a people the American people are as they are educated to be by the publications of the nation. Unless as a nation we are taught by our publications to forge ahead to higher levels of efficiency, we must necessarily retrograde because to remain as we are is to go backward.

As a picture of our naval unpreparedness, turn back to 1898. The conditions in case of war today would be the same as then except worse, for the world mechanically has advanced in seven league boots since then, in naval efficiency and everything which pertains thereto far out of proportion to the progress made by the United States of America. This is not the fault of naval officers, who, as a rule, are highly efficient, but of politicians, the press and the people.

RELIQS ON ACTIVE DUTY

Off Havana in 1898 was the old U. S. S. *Miantonomah*, an old type monitor of a past generation forced into service simply as better than nothing. Almost a helpless "joke" wallowing in the seas on so-called blockade duty but utterly unable to overtake anything in the shape of a vessel which might choose to pass the "blockade." The writer had happened to have been thoroughly over and through the old relic, for the *Miantonomah* could be called nothing else, and appreciated from a mechanical view point what those aboard this very "formidable" ship of war were having to contend with.

The U. S. S. *Yosemite*, on which the writer served during the Spanish war was a merchant vessel, the *El Sud*, of the line owned by the Southern Pacific Railroad, pressed into naval service and armed with ten five-inch guns, but carrying no armor of course. We had no gunboats for such blockade duty and have none today.

The *Yosemite* was simply an illustration of naval inefficiency, of naval unpreparedness in time of war and was only permissible when we had the selection of our opponents. The *Yosemite* had an engagement with some of the enemy's vessels and the forts at Porto Rico on June 28th, 1898, and as a measure of the seriousness of our naval warfare during that year, it should be stated that the crew of the *Yosemite* were awarded double prize money for destroying an enemy's vessel, which was the only instance, I am informed, during the Spanish War of our ships encountering a superior force.

WEAKNESSES SHOWN UP

Now, we have reached the advanced state of uplift in business where railroads are not permitted to own or operate vessels so we now even would be without that resource.

Our fleet in its recent war game manoeuvres presented a most ridiculous picture to those who know. Utterly incomplete in the nature of its make up, the admirals were compelled to use "destroyers" in make-believe for "battle cruisers" and "scouts." They might as well have borrowed the services of some fast yachts entirely unfit for the real duty in actual war. But the torpedo destroyers of which there are too few were thus prevented from taking up their proper functions in the scheme of battle exercise. An expert could go on for pages outlining the ridiculous inefficiency of our naval situation about which the public is so unconcerned.

When will we awaken to the fact that a real up-to-date navy in all its details is a good investment for this country! We could almost have afforded to pay half the cost of the British navy for keeping the seas open to our commerce in its merchant steamers. If it was not so serious our blindness would almost be funny.

SPEAKING OF PEACE Hidden Factors of Service

BY MARTIN MARSHALL



PUSHING ON INTO RUSSIA

Austrian dragoons fording a stream in Poland during the wonderful advance of the Teutons into Russia. Austrian cavalrymen are noted for their dash and vigor.

THE amazing rapidity with which events have moved in the eastern theater of war during the past two months might seem to justify the belief, which we are told is general in Germany, that the war will soon come to an end. Yet, on the other hand, many observers are predicting that it will continue for years. The most pessimistic of all—not excepting Prince Alexandre Gagarin, a Russian now in this country buying war supplies for his government, and who says the war may last 18 years—is Count von Moltke, formerly German Chief of Staff. He says that the war will last so long as America continues to sell ammunition to the Allies.

American supplies are now reaching the European battlefields in considerable quantities and will continue to be an increasing factor in the war. The output of picric acid, necessary for the manufacture of the high explosives used in shells, is being developed rapidly. It is this feature of the situation that is most exasperating to the Germans. With characteristic foresight Germany had arranged for the practical control of the world's supply of this material. It is produced from coal tar, which also yields many valuable drugs and dyestuffs. The German government had for years before the war taken the output of picric acid at a price so high that the manufacturers were able to sell the dyestuffs and drugs in other countries far below the cost of manufacture. In this way Germany made 95 per cent of the world's product of picric acid, selling foreign governments what they needed for the manufacture of high explosives. It was this clever form of subsidy, and not superior skill nor cheap labor, that gave the Germans the monopoly of the coal tar products business of the world. Now Americans are putting in plants to make not only picric acid but dyes and drugs also, and so are England and France. The German monopoly cannot be restored after the war so far as this country is concerned, if a proper protective tariff is guaranteed.

COUNTING THE COST

In many other lines Germany is losing trade that she may never regain. Her isolation may be one way, a source of strength for the future, but it means disaster for the future. It is a wonder that there is a strong undercurrent in Germany in favor of what is termed there "an honorable peace." Thinking Germans see the world trade they had built up through many years paralyzed and not likely to be soon restored. They realize that with the new war loan the government will have spent \$7,500,000,000 on the war. National bankruptcy, if not at hand, is certainly not an impossibility for the future. But "an honorable peace," as outlined by German publicists, is a peace that would place a heavy war indemnity on the Allies. To insure the collection of this indemnity conquered territory is to be held in pledge. While in many respects

the campaigns of the Allies have not been satisfactory, and while if the war game was to be called to-day Germany would get the decision on points, yet her enemies are not so badly beaten that they can be expected to agree to any peace that contemplates their paying an indemnity or losing territory.

In this connection it is interesting to note that certain mathematical minds in Germany are already calculating the amount of indemnity to be demanded of the United States because of the shipments of war supplies to Germany's enemies. This bill is not to be presented until after the Allies are subdued, which takes it out of the list of things calling for immediate uneasiness.

Some indications point to the conclusion that the military power of the Germanic armies is now about at its zenith. The successes of German arms in the Russian campaign have been nothing less than wonderful, but they have been made at terrible cost and under high pressure. There is a limit to human endurance and it is doubtful if the drive can be carried much farther into Russia before winter puts an end to effective offensive operations. Russia with plenty of men, and with the increased manufacturing facilities she has installed since the war, together with the vast amount of supplies she will receive from Japan and the United States during the winter, will be in better shape next spring to withstand the Teutons.

ITALY'S WAR ON TURKEY

Italy's entrance into the war against Turkey should hasten the fall of the Dardanelles and may bring into the field several new enemies for Germany and Austria. It becomes more and more apparent that the outcome of the war will be greatly influenced by events in the near East. It is a realization of this that causes most military critics to assume that Germany's next big smashing blow will be aimed at Serbia in the hope of opening a way through that country and Bulgaria to Turkey. Serbia is the only nation in the war since the beginning that can claim a perfect score. Small as she is she has three times beaten the Austrians and is ready to turn the trick again. But she cannot withstand overwhelming numbers of Austrians backed up by Germans, and unless the Dardanelles campaign is brought to a speedy conclusion Serbia may have to withstand the combined onslaught of the two great central empires. It is too much to expect that the Serbians could hold back for long this human avalanche. Even with Bulgaria's help the outcome would be doubtful. No junction of German and Turkish forces could be effected without crossing Bulgarian territory. Therefore, if Germany does make a drive through Serbia, the Bulgars will have to enter the war, either as allies of Germany or as her enemies—like the Belgians—in defense of their neutrality.



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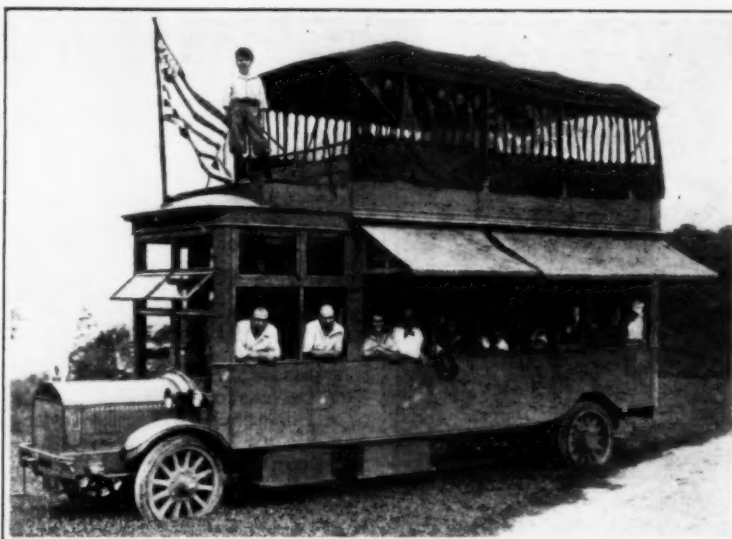
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REGULATING THE PEDESTRIAN

MONDAY'S newspapers, as well as those published on any day following a holiday, generally contain accounts of an unusual number of accidents to motorists and pedestrians. Those occurring on the country roads in which only the occupants of cars are involved can be traced directly to carelessness or to incompetency on the part of the drivers themselves.

But let the motorist so much as brush the clothing of a pedestrian with the fender of the car and he will be brought face to face with the danger of a heavy suit for damages. Such a suit might not necessarily go against him, but he would be subjected to the annoyance and expense of defending it against clever lawyers who are only too glad of the opportunity to take a case on speculation, and it is a peculiar psychological fact that the jury, even though most of them be motor car owners themselves, generally find their sympathy lying with the plaintiff or the injured party.

Such arguments are used with telling effect by liability insurance companies, and figures of accidents and damages claimed and awarded bear out the solicitors for such companies in statements that are used as arguments for a sale of a policy.

What is the remedy? In the past the tendency has been to place all of the responsibility on the motorist. The burden of proof is also on him, whether he be careful and law abiding and observes every traffic ordinance religiously, or whether he be of the careless kind. The risk that he runs

at the hands of a "shyster" lawyer, a "victim" who is ready to perjure himself, and a jury always too willing to take the part of the "downtrodden" is such as to make motoring in large cities anything but a pleasure. But traffic is well regulated in our large cities. Why should not the movements of the pedestrian be regulated as well? The sidewalk is built for persons afoot, the roadway for persons on wheels. Why should not the pedestrian be allowed to cross only at street intersections and points at which vehicles are compelled to stop. Michigan Boulevard is no longer a cowpath, and Fifth Avenue for some time has ceased to be a country lane, and yet "jay crossings" are as frequent in Chicago and New York as in the smaller rural communities.

In some of the larger cities where traffic is the most congested, regularly defined paths on the street within which the pedestrian must confine his footsteps have been marked out. We have yet to hear, however, of such punishment meted out to pedestrian violators of these ordinances as that feared by the motorist who fails to observe the upraised hand of the traffic officer commanding him to stop. But only until we can make the pedestrian as amenable to the law as is the motorist, can we find a solution to the problem of the increasing number of accidents on the streets and the persecution of the unoffending motorist. France has partially solved the difficulty by making the pedestrian who is struck by a vehicle

outside of the prescribed limits of crossing liable to arrest. But we believe that the law should go further and hold any person liable for a misdemeanor who willfully takes any unnecessary risks when crossing the street. Such actions represent as gross carelessness as do those of the motorist who exceeds a safe speed through congested traffic.

In New York City a notable movement has been started to give the children playgrounds. In districts in which space for playgrounds is not available, certain streets have been roped off by the police and no traffic is allowed on these. Such an attempt represents a partial solution of a serious problem, but this movement should be followed by the enforcement of laws that will prevent children from making use as playgrounds of streets through which traffic must pass.

It is only when our lawmakers, our judges, and our juries realize that the average motorist is a peaceable, law-abiding citizen who cannot always exert superhuman presence of mind when a child rushes out from a crowd on a sidewalk directly in front of his car, that motorists will be accorded the mental and physical protection to which they are entitled.

WATER AS A CARBON REMOVER

H. B. C.: "I have heard that water supplied in proper quantities through the intake pipe of the carburetor, when the motor is running, will serve to remove carbon. How does this operate?"

The theory has been advanced that the intense heat of combustion in the motor turns the water admitted through the intake manifold into super-heated steam, which breaks up the carbon effectively so that it can be expelled through the exhaust pipe on the scavenging stroke of the piston.

SAVING THE MOTORCYCLE BRAKE

A. T. O.: "On a long descent I find that my brake becomes exceedingly hot and will even occasionally smoke as though it were smoldering. Do you advocate the use of the motor as a brake when coasting down a long hill?"

It is advisable to use the compression, or friction, rather, as a brake on long coasts in order to save the braking material from undue wear. When this is done the motor can be cooled at the same time, but it would be a good idea not to pump an excess of oil to your crank case, as this will be sucked up into the cylinders and you may be troubled with a smoky motor when you are again ready for your car.

ABUSING THE BATTERY

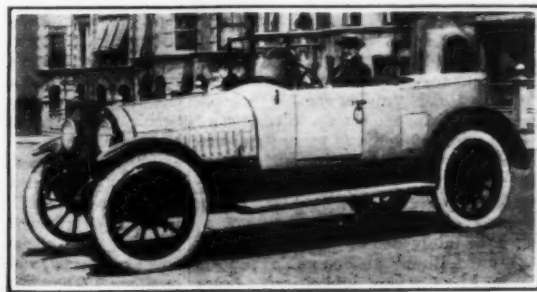
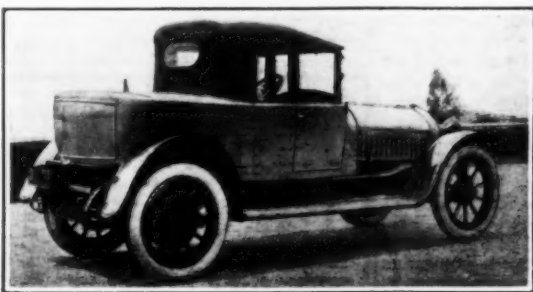
H. K. G.: "How nearly discharged must a starting battery be before it will fail to crank the motor? My battery will turn the motor over for a few seconds, but will then fail. After a rest of an hour or so it seems to have regained life."

Your battery is evidently nearly discharged and should be charged from some outside source before you attempt to use it again. Although a battery will gamely give up its last ounce of energy, to force it to do so is to damage the plates and reduce its length of life.

THE SHEEPSHEAD BAY RACE TRACK

P. L. D.: "When will the Sheepshead Bay Race Track be completed so that contestants may use it? I understand that the first race is to be held October 2d, but assume that the course will be opened for practice by the contestants before this time."

It has been announced that the boards will be laid in place and the track opened for practice September 18th.



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GLUCOSE ONE OF MAN'S NECESSITIES

BY DR. LEONARD KEENE HIRSHBERG, A. B., M. A., M. D.
(JOHNS HOPKINS UNIVERSITY)

SENSATIONAL writers often do a great deal of harm by creating unnecessary alarm regarding some of the simplest articles of food. At one time everyone is urged not to touch salt; then someone attacks the use of vinegar; others are urged to drink nothing but distilled water, and so it goes until the poor public is at its wit's end as to what it should do to preserve its health. Recently an outcry against the use of syrups made from corn has been heard. A sensational writer, without the slightest reason, intimated that Professors of the Rockefeller Institute charged the disease known as diabetes to the use of corn syrup, yet all that Doctors Meltzer and Kleiner, the professors in question, aimed at in their highly scientific investigation was a study of the retention of glucose (also known among scientists as "dextrose") in the tissues of living animals, as well as in the ebb and flow of the on-rushing stream of scarlet fluid.



DR. L. K. HIRSHBERG
A leading authority on hygiene and dietetics and a frequent contributor to the press.

Odd to tell, the important researches just made by them, which really point to the virtues of glucose and its need by living things, have been greatly misunderstood by a New York newspaper, which featured, in a recent issue, the result of these researches. Professor Meltzer and his colleague discovered, in brief, that healthful animals possess a facility almost uncanny for ridding their blood of almost any excess of glucose—even when it is actually dumped into the veins by injections. If the little banana-like organ abait the stomach, called the pancreas, is removed by a surgeon, sugar fails to leave the blood and becomes a nuisance, as happens to those who suffer diabetes.

GLUCOSE IS USEFUL

On the other hand, if an emulsion or soapy mixture of the pancreas is made in the laboratory and injected into the veins of the animals, the ability to make use of unlimited amounts of glucose is for a time restored. Ninety minutes after glucose is injected in large quantities together with an emulsion of the pancreas, all of it has been stored away for future use, as happens in health.

This is the true and whole story of those new researches. Sad to say, there is a group of self-anointed, holier-than-thou

pseudo-dietitians, who are bent emotionally so as to twist scientific facts for strange purposes. Even discoveries of the laboratory must be falsified and made an adjunct of such crusading.

HYSTERICAL PHRASES

"Glucose killer of men, declare doctors of Rockefeller Institute." This falsified conclusion is used along with such expressions as "the glucose devil," "glucose star adulterant," "glucose wrecks kidneys," "this worst of the most vicious and indecent of all food adulterants." These are only a few of the hysterical paranoia directed against one of nature's absolutely necessary and most easily digested foods, to wit: glucose.

One of the unpleasant errors quoted as a fact attributed to the scientists which I feel convinced Professor Meltzer and his co-worker will deny, if they have not already done so, is printed in quotation marks thus: "Glucose in its natural form may be detrimental," they say, "but when manufactured is often fatal." No one acquainted with the facts could ever make such a statement. It is on a par with several other examples of romantic emotionalism. Dr. Harvey W. Wiley, the noted food chemist, is witness to the food value and non-poisonous properties of glucose whether made by the hand of man or in the tissue of vegetables or animals.

Glucose made from corn, either alone or combined with other victuals and drink, is a valuable human food. Your love for corn on the cob is virtual testimony to that. The saliva soon converts the starchy corn grain into glucose and what escapes in the mouth must be changed in an analogous fashion in the stomach or intestines. Why? Because digestion is for the very purpose of making tough foods available to the tissues for heat, growth, energy, work and storage. If they are indigestible even in part much is lost to the human animal. Corn is thus less digestible than corn syrup.

Diabetes is an affection characterized by loss of glucose from the tissues. It enters the blood and is then lost in large quantities by way of the kidneys. Happily, diabetes is an uncommon disorder. You, friend reader, need give yourself no concern about it.

BOOKS WORTH WHILE

THE LIFE-STORY OF A RUSSIAN EXILE, by Marie Sukloff. (The Century Co., New York, \$1.50 net.) The story of a peasant girl arrested at seventeen for her revolutionary sympathies and activities. Exiled to Siberia, her prison experiences and dramatic escape to Europe and America make a tale more thrilling than fiction.

SEVEN YEARS ON THE PACIFIC SLOPE, by Mrs. Hugh Fraser and Hugh Crawford Fraser. (Dodd, Mead & Co., New York, \$3.00 net.) A personal narrative by mother and son of their life in the extreme northwestern corner of the state of Washington, where the true Western spirit still remains. The book is full of quaint and amusing experiences.

LETTERS FROM BROTHER BILL VARSITY SUB, TO TAD, CAPTAIN OF THE BEECHVILLE HIGH SCHOOL ELEVEN, by Walter Kellogg Towers. (Thomas Y. Crowell Co., New York, 50c net.) A delightful way to teach the fundamentals of successful football. High school football players will get many points from the letters and every lover of the game will be thrilled by them.

TO ALL THE WORLD (EXCEPT GERMANY), by A. E. Stillwell. (George Allen and Unwin Ltd., London, 3s. 6d. net.) Mr. Stillwell is an American and dedicates his book to Albert, king of the Belgians, and Henry Ford of Detroit, Mich. Germany, as the title would suggest, is blamed for the European war. All war is described as madness, and the cause of world peace is advocated.

THE ART OF PUBLIC SPEAKING, by J. Berg Esenwein and Dale Carnegie. (The Home Correspondence School, Springfield, Mass., \$1.75 post paid.) The ability to think clearly and to speak persuasively before an audience is something that may be acquired by any one. This book shows how it may be done, and will be particularly helpful to young men who desire to cultivate the speaking gift.

HISTORY OF MEXICO, by Hubert Howe Bancroft. (The Bancroft Co., New York, \$2.00 net.) On account of the European war, interest in Mexican developments is not so intense as otherwise it would be. The people of the United States are greatly concerned, however, with the outcome of the Mexican revolution, and a complete history of the country from aboriginal times furnishes the historical background, a knowledge of which is necessary in forming an intelligent judgment upon the events now taking place.

THE SWORD OF YOUTH, by James Lane Allen. (The Century Co., New York, \$1.25 net.) The scene is laid in the South during the Civil War. The youngest son of a mother who has already given husband and four sons to the South runs away to the army against his mother's wishes. Later he deserted to go to see his dying mother. She was already dead when he reached home, and he immediately set out to reach his command, where a full recital of the facts brought pardon. The love element of the story reaches its culmination after the war is over.

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OUR UNDERPAID CONSULS

BY W. E. AUGHINBAUGH, EDITOR OF LESLIE'S EXPORT PROMOTION BUREAU

THE business men of the United States are beginning to realize that they must educate Congress to the necessities of the consular service if they are to extend their foreign trade. If the Congress of the United States realized the importance of the consular service to business generally, it would be more liberal in its appropriations and more just in legislation, which would place the consular service upon that plane of efficiency where it rightly belongs.

But no matter how hard one tries, it seems impossible to bring about a proper realization of facts and conditions that will get results. This is entirely the fault of Congress.

Those of our public servants who have given the consular service that consideration which it deserves, as an important bureau of our government, know the serious handicap under which it is conducted and know also that with proper encouragement it could be made a most valuable department of the Government service. For, after all is said, we are largely dependent upon our foreign trade and the time is most propitious now to take up this subject for careful study. A modern efficient consular service would mean an immediate increase in our foreign trade.

Since President Cleveland first took the consular service out of politics and refused to make it a harbor for political derelicts, it has shown a steady improvement in personnel under most adverse conditions. Its increased efficiency to-day is recognized throughout the world of commerce, and yet much remains to be done in the way of improvements. A great deal that has been accomplished is the result of the earnest labor of the men in the service who have used their own funds freely to reflect credit upon the United States.

Some days ago, in discussing the subject with Wilbur J. Carr, the Director of the Consular Service, he said: "None of the consular officers save any money from their salaries and few of them make both ends meet."

This opened up a new vista of thought for me and I thrilled with the idea of the patriotism of our consuls in various parts of the world who are fighting the battle of American trade, insufficiently equipped and at a financial loss to themselves. There is a man in the service now who has recently won great praise for his work during the stampede in Europe, who has kept a record of his expenditures since he entered the service less than a dozen years ago and the record shows that he has spent nearly \$40,000 more than his salary from the Government.

FOOLISH ECONOMY

This is a serious commentary upon our public service and uncovers a condition which should not be permitted to exist. It requires no soothsayer for the reader of the future to suggest the query which would likely arise after reading the above paragraph. "Why does he stay in the service? What a fool he is to pay for the privilege of serving the Government."

That is, I admit, a logical question, but there are men to-day, as there have been in the past, who do not depend entirely upon the small stipend the Government pays, but who have incomes on which they draw to make their office worthy of the Government they represent. One would naturally ask why consular officers need to spend their personal fortunes, for the State Department tells you that consular officers are not supposed to entertain; that they are really the trade agents of the United States and



A WIDE-AWAKE CONSUL

Dr. J. E. Jones, United States Consul-General to Genoa, Italy. Dr. Jones is one of the efficient and experienced members of the consular corps. When the European War started, of his own initiative he chartered every available ship in the harbor for use of American tourists. In addition he loaned his countrymen, who could not get their checks or letters of credit cashed, thousands of dollars, \$4,200 of which is still owed him by those he befriended.

are not expected to do any social stunts, and should live within their incomes.

EXPENSIVE HOSPITALITY

What fallacy! A consul, living in a foreign country, is gauged by the consular officers of other nations and these are provided with special funds out of which they are not only expected, but required, to do certain entertaining. The American consular officer cannot possibly dodge his responsibility in this respect and hope to be a success in his district and properly represent his Government. He must, in order not to give offense, accept invitations from other consuls, diplomats and public officials and these must be returned.

I have in mind one consular officer who, when a prominent American visited him, was asked by the leading men of the town to give them an opportunity to meet the distinguished guest. This took the form of a dinner and before it was concluded the consular officer had spent upwards of \$1,000 out of his own pocket. Of course he was not "required to do this" but he had been the recipient of many official invitations and he would have been practically ostracized had he not shown some sort of reciprocity.

There is no opportunity under the present law for the consular officer to do business—he is estopped from the practice of law, of medicine, or from acting as an agent. He is not permitted to invest one dollar in the country to which he is assigned, and is entirely dependent upon his salary or his private purse.

The pay of consuls is inadequate and badly distributed. The salary schedule needs an immediate readjustment. The cost of living, which varies greatly in different parts of the world, is not taken into consideration in fixing salaries and often the salaries are inadequate to meet the cost of the bare necessities of life. Then, too, the unofficial and unexpected demands on the Consul's purse vary with time and place. When the war in Europe broke out the governments of many countries increased the pay of their representatives. Consular officers, however, of the United States had to drag along, meeting increased prices and unusual expenses out of their personal funds. The government of the richest country in the world was unable to assist them. The appropriations which are annually made for the support of the consular service, as I have said, are so thoroughly inadequate to meet changed conditions and are so restricted by decisions of the comptrollers that oftentimes many cases of direct injustice arise which the State Department is unable to rectify.

This illustration perhaps proves the case better than any other I might mention, although I know a thousand: A consular officer took his post in a large European country a few weeks before Christmas. The day before the holiday he was told by his vice-consul that the custom of the country was to make certain gifts to those who had business relations with the consulate. The matter was carefully investigated. The consular officer thought—and very properly so—that this demand on the part of the employees of the Government to which he was accredited was really in the nature of a hold-up. But he was very promptly told that if he refused to make a present to the policeman on duty at the municipal hall, his messengers would be kept waiting for hours at a time and public business would necessarily suffer. He was told that the men in charge of the local prison expected a remembrance and if it was not forthcoming, serious obstacles would be encountered whenever the consulate had business at that place; and the same was true of many other places. So he paid for Christmas presents out of his private purse and then wrote a dispatch to the State Department asking to be reimbursed, basing his request upon the argument that he had paid this money for a service that benefited only the Government. After a sufficient interval he was informed that while the Department appreciated what he had done, it was unable to pass the account and reimburse him.

PAYS OWN EXPENSES

I know very intimately a consular officer who is so enthusiastic about his service that he never hesitates to spend his own money to accomplish results. There is no fund from which a consular officer can be paid who travels in his district for the purpose of acquiring that knowledge of conditions which is so important to American business men and there are to-day many consuls who are paying their own money in order to secure this information, which should be and is a proper charge upon the Government.

There has recently been an awakening of the business men of the United States. They are beginning to realize that the consular service is a valuable asset of American trade. Some time ago, at a meeting of a large manufacturing association, I heard a consular officer say this:

(Continued on page 269)

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OUR UNDERPAID CONSULS

(Continued from page 268)

"Gentlemen, the American Consular Service is a distinct and integral part of your business and I want you to take back to your places of business this thought—that we consider ourselves members of your firm and as such it is our pleasure, privilege and duty to give you the best we have at any time you call upon us. Use the consular service as you would use your own force. Give us the opportunity to show our value and the result will be, not only productive to you, but beneficial to the service, which cannot attain that degree of efficiency which we hope for unless there is a complete bond of sympathy and understanding between the business men of the United States and the service generally."

Recently, at the State Department, I met a consular officer whom I had known in my younger days and I recall this speech, and his answer was:

CONSULS ARE IGNORED

"Perhaps the most difficult work I have tried to accomplish during my connection with the consular service has been to sufficiently interest our business men, in order to get them to give the consular service a little bit of study. I believe I do not exaggerate when I say that there is not 30 per cent. of all our business men who know what the consular service really is and the percentage of those who really understand and who really appreciate what it can do and has accomplished is too small to discuss."

There occurs to me in this connection a case of one of our largest western manufacturers who, answering the request of a consul in Canada for catalogues and prices of one of his devices, sent back an agent's agreement with the catalogues and a circular letter offering him the agency and quoting terms.

A short time after that this same consular officer happened to be passing through Chicago and called upon the manufacturer. He learned then, to his utter amazement, that the manufacturer knew little of the consular service and cared less. He believed, even as late as three years ago, that the service was the dumping ground for worn out politicians and went on to quote an unpleasant experience he had had in the days of the old service, when a political favorite holding a consular post in a European country had made it unpleasant for him.

EDUCATING THE EXPORTER

It must be said to the credit of this consul that he devoted some hours to teaching the manufacturer just what the consular service was and what it did, and asked for an opportunity to show its value. He got the chance and the manufacturer now is one of its strongest friends and is active in his advocacy of giving it a proper equipment and keeping it for all time out of politics.

The thousands of Americans who were caught abroad at the beginning of the great war have brought back to their homes nothing but praise for the magnificent work of our consuls. It was the one great opportunity of the service to demonstrate its general worth (and this it did) in no uncertain way. Many consuls suffered financially through advances made to stranded Americans who have forgotten to repay advances of money made them in the hour of great need.

Next week I will discuss the needs of the service.

THE SOUTH IS HOPEFUL

ONE of LESLIE's enterprising managers of branches, Mr. F. E. Smalley, of Dallas, Texas, recently addressed letters to men of prominence throughout the South making inquiries regarding commercial and agricultural conditions in their sections. There was a ready response with gratifying disclosures. Replies came from Alabama, Florida, Georgia, Louisiana, Mississippi, South Carolina, Oklahoma and Texas, indicating generally a very satisfactory state of affairs, despite the bad effect on some localities and industries of the great European war. Mr. A. C. Ebie, general manager of the Magnolia Petroleum Company at Dallas, submitted information secured from the company's agents showing that the grain, cotton and other crops in Texas, Arkansas and Oklahoma were extremely good and the outlook very encouraging.

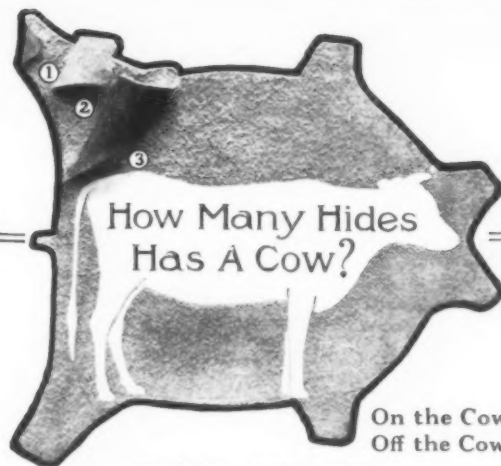
Among others from whom optimistic reports were received were William C. Hurt, president of Tuskegee (Ala.) Merchants and Farmers Commercial League; William C. Radcliffe, general secretary of Birmingham (Ala.) Chamber of Commerce; Bruce Kennedy, general secretary, Montgomery (Ala.) Chamber of Commerce; O. F. Luttrell, vice-president and cashier Bank of Brewton, Ala.; George Giles, president Metropolitan Savings Bank, Ocala, Florida; President A. Livingston, Jr., of the Citizens Bank, Madison, Florida; Louis C. Lynch, secretary Gainesville (Fla.) Board of Trade; H. A. Kealhofer, secretary Jacksonville (Fla.) Chamber of Commerce; Thomas Z. Atkeson, secretary Live Oak (Fla.) Chamber of Commerce; the secretary of the Chamber of Commerce of Miami, Florida; Thomas Purse, secretary of Savannah (Ga.) Board of Trade; W. H. C. Johnson, general secretary of Macon (Ga.) Chamber of Commerce; Harvey Johnson, assistant secretary of Atlanta Chamber of Commerce; D. H. Sanders, president of the Amite (La.) Bank and Trust Company; Joseph Babb, secretary Shreveport (La.) Chamber of Commerce; A. T. Felt, secretary Alexandria (La.) Chamber of Commerce;

J. B. Newton, president Bank of Commerce, Poplarville, Miss.; R. L. Pritchard, secretary Chamber of Commerce, Greenville, Miss.; Frank H. Andrews, secretary Vicksburg, (Miss.) Board of Trade; H. H. Roof, secretary Biloxi (Miss.) Commercial Club; J. W. MacGrath, director Brookhaven (Miss.) Board of Trade; secretary J. C. Letcher of the Tulsa (Okla.) Commercial Club; Secretary J. L. Shinabarger, of the McAllister (Okla.) Commercial Club; Secretary Elmer E. Brown of the Oklahoma City Chamber of Commerce; Vice-President George S. Mead of the Central State Bank, Alva, Okla.; President Jake Easton of the Citizens National Bank, Antlers, Okla.; President J. S. Wood of the City National Bank, Altus, Okla.; President B. F. Mauldin of the Bank of Anderson, S. C.; A. B. Snell, managing secretary Charleston (S. C.) Chamber of Commerce; and Rawley W. Holcombe, secretary Columbia (S. C.) Chamber of Commerce.

It is gratifying to learn from representative sources like these that a spirit of hopefulness and confidence pervades the Southern section of our big country. Such a psychological attitude is always a strong factor in the restoration of prosperity.

A NEEDED REFORM

PROBABLY no legislative body in the world is so overrun with proposals of new legislation as the Congress of the United States. All that is needed is a request on the part of a constituent to present a measure, and it is soon forthcoming, crudely drawn up and badly phrased and wholly unfit in every way to be placed upon the statute books. While the multiplication of new bureaus is not the wisest way to secure good and efficient government, the creation of a bill drafting bureau at Washington will fill a genuine need. By a vote of 625 to 16 the constituent members of the Chambers of Commerce throughout the United States in a referendum have endorsed the proposal that Congress establish a bureau of legislative reference and bill drafting at Washington.



On the Cow—One
Off the Cow—Three

PERHAPS YOU KNOW

—that practically 90% of all cowhide is split into sheets because it is too thick for upholstery? Maybe you know that each hide can give only one top-side layer of real grain leather and that all the other layers are merely "spongy splits" coated and embossed to look like the real stuff.

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Do you know that what you buy is pure—or are you buying blindly—and taking chances?

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Snip out the coupon above and send it to-day. Twenty-five cents in stamps or silver will bring this book to you by return mail. Stop taking chances when you can be sure.



THE TRUTH ABOUT ALASKA

(Continued from page 255)

He shows that Alaska's fishing output ranks well up to the output of gold and other minerals. Over \$37,000,000 is invested in Alaska's fishing industry; it employs 22,000 persons and the value of the output in 1913 was nearly \$16,000,000 of which salmon was credited with \$13,500,000, the remainder representing halibut, cod and herring. Nearly 60,000,000 salmon were caught in Alaska in 1913 with seines, traps and gillnets. The halibut industry is growing rapidly and Alaska now furnishes 85 per cent. of all the halibut consumed in the United States.

HALIBUT ARE INCREASING

While the salmon are declining, halibut are increasing. Strangely enough while herring and whales are caught in Alaska for their oil and fertilizer value, no effort is made to secure these products from the enormous waste at the salmon canneries. One enterprising Yankee is preparing to utilize some of the waste for the manufacture of cat and dog biscuit, as cats have a special fondness for fish.

Alaska is the great fur-bearing section of the United States. It produces about \$1,000,000 worth of furs annually. These include all varieties from squirrel pelts of an average value of eight cents each to black fox pelts at from \$250 to \$1,250 each. The fur output in 1913 included 2,600 bear skins valued at over \$33,000 at from \$9 for brown bear skins to \$40 for the grizzly or polar bear. The greatest fur market of the United States is at St. Louis, but of the world is in London. The war in Europe has cut the price of Alaska furs about 50 per cent this year. Some fox pelts bring very high prices and are much sought after.

Less than a day's run brings the steamer into the famous Controller Bay at Katalla on the edge of the Bering coal fields. The harbor is shallow. Freight and passengers are lightened to and from the mainland. A few oil wells have been developed here but they are not of great promise. Cordova, a few hours farther on, has a good deep harbor, is the tidewater terminus of the Copper River Railroad built at a cost of \$20,000,000 and extending nearly 200 miles into the heart of the Copper River coal fields. Cordova will have great possibilities when these coal fields have been fully developed. Only seven years old, it has all the advantages of modern improvements. It is laid out on a symmetrical plan, with its leading business street 70 feet wide.

AWAITING DEVELOPMENT

The Copper River valley and its tributaries embrace a mineral district of extraordinary richness, not only in copper now being developed and in coal awaiting development but in agricultural and grazing lands embracing an area of 15,000 square miles, with a climate in the interior resembling that of northern Europe and on the coast that of Delaware. George C. Hazelett, president of the Chamber of Commerce, told me that in his recollection the thermometer at Cordova had never fallen as low as zero since 1908, when the city was laid out. The proximity of copper and coal fields to Cordova and the facilities afforded by its broad-gauge railroad connection, giving every accommodation including a dining service, must inevitably make Cordova a smelting center and probably a rival of Butte. Extensive low grade gold ores are found within 20 miles, and with the opening of the coal fields these will become available for development on a large scale.

It is not surprising that Cordova is one of the favorite starting points for prospectors. I notice in the interesting booklet entitled "Alaska—Facts about Cordova," compiled for distribution by the Common Council of that city, that it is stated that two men should have a horse and \$1,600 to properly outfit for one year's prospecting. Copies of this booklet can be had by application to Mr. Hazelett. He told me that it cost \$1,000,000 more to build the Copper River & North-Western Rail Road because of the use of coal imported from British Columbia than it would have cost had the company been permitted to utilize a supply from the Bering coal fields, so close at hand. So much for governmental red tape and conservation faddists!



A FORTUNE IN FURS

A million dollars' worth of furs is produced in Alaska yearly. Grace Gaines of Chicago is shown with 22 lynx skins in the background. She is wearing two black fox skins worth \$1,200 each. The foxes were caught near Hope, Alaska.

The *Admiral Watson* dropped into Valdez in the silent watches of the night and from 2 A. M. until 6:30 the unloading and loading of freight continued. Many passengers sauntered out into the cool, refreshing air, after 5 A. M. A cup of hot coffee was ready for them in the dining saloon. Valdez, 1,800 miles from Seattle, is said to be the most northern port open to navigation the year round. Valdez has a dead glacier at its very doors, in fact is said to have been founded on a glacier. An excellent road runs up to Fairbanks, a mining city some 400 miles in the interior, and the fare by automobile I was told was \$100 and the time five or six days.

HUSTLING VALDEZ

Valdez is a wide-awake little city and its location makes it another popular outfitting place for prospectors. Valdez had just suffered from a half-million-dollar fire, but its spirit was undaunted. Within an hour after leaving it we were enjoying some of the wildest and grandest mountain scenery of the trip thus far. Let the traveler remember to watch for the Rock Channel light and to notice the majestic glacier, and especially the waterfall, rivaling the famous Bridal Veil of the Yosemite in height, volume and beauty. Heavy banks of fog began to drop down and hide the snow-cruised peaks as if ashamed of their

unseasonable intrusion on a midsummer verdure-clad landscape.

MINE UNDER THE SEA

Two hours from Valdez, the *Watson* landed at Ellamar. Here is a rare sight. At the water's edge a cofferdam has been built surrounding an enormous cavern. Looking down into the profound depths you see a copper mine. The dark tunnel at the bottom penetrates an ore body extending out under the sea. A mill is at hand to crush the rock and a wire conveyor carries the buckets over a trestle to a wharf where the steamer can find sufficient depth of water to dock. This is a reminder of the untold hidden wealth of Alaska. You find other valuable mines 60 miles farther on at La Touche.

A few miles from Ellamar you are startled by a reminder of the negligence of our government. Standing upright upon a hidden rock, as if still steaming ahead, is the abandoned steamship *Olympia*. Five years ago on Christmas Day it struck and has been abandoned ever since. The passengers were saved and the natives promptly carried off all the loot they could. The *Olympia* looks as if it was still in active service. Why it is left unmoved and untouched nobody tells. Perhaps it serves as a beacon. If so, why not utilize it as a lighthouse and fog station?

Nothing is wilder, grander or more picturesque than the journey by steamer after leaving La Touche and crossing the Gulf of Alaska to Seward. On either side the heavily wooded mountains streaked with snow-drifts seem to leap from the water into the air. Their tops are not rounded and smooth, but rough and jagged like the teeth of some cyclopean monster. Here and there an island breaks the ruffled waters, or a glacier is forcing its way to sea, tearing the rocks along with it. No habitation can be seen for many miles, no sound, no evidence of life except the salmon leaping from the water, or a stray seal, whale or school of porpoises. The stillness is impressive. You are in the depths of Alaska's wildness, already ceasing to be a wilderness.

The booming town of Alaska, just now, is Seward. The decision of the Federal authorities to make it the terminus of the first government railroad in the country and its purpose to take over the existing Alaska Northern Railway and extend it to the Matunuska coal fields have made Seward very happy. It has less than 1,000 inhabitants. The town site was bought 10 or 12 years ago for \$4,000 and at the present prices of property the site ought now to bring three or four million. Lots 30 by 100 feet on the main street are selling at \$3,000 and upward and outlying acreage for miles around is being laid out in lots at city prices. New buildings are going up, the leading thoroughfare is being graded and macadamized.

Seward, like Cordova, has a railroad connection with the interior and believes that the government's plan for an extensive railway system, embracing 1,000 miles, starting from Seward must make this a city of first importance. There is no question as to the mineral and agricultural wealth of this section. The purpose of the government to reach out from Seward to the Matunuska coal fields as quickly as possible is expected to lead to the establishment of copper smelters, as well as other industries, at Seward. Already it talks of a movement to make it the capital, but that change seems a long way off.

The third of this series on Alaska will appear in the following issue.

In answering advertisements please mention "Leslie's Weekly"



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225 FIFTH AVE., NEW YORK
LESLIE-JUDGE CO.

ARE WE INTEMPERATE?

BY JOEL SHOMAKER

THE drink bill of the people of the United States approximates \$2,000,000,000 a year. That represents a large amount of money, especially when it is considered, by many people, as a useless waste. It causes unnecessary worry to zealous laborers in the vineyards of morality, and gives rise to the fallacy that the people of this nation are given to drunkenness. But we are living in a big country. Our population now exceeds 93,000,000. If we divided the money expended for liquors among people we would have only about \$20 per capita, for an entire year. That would be only about six cents a day for each man, woman and child, and would buy at retail a little more than one glass of beer daily. Under such conditions is it fair to say that our people are becoming drunkards?

This great and growing country requires money to keep the wheels of government in motion. We get that money from internal revenues, an income tax, a tariff on foreign goods, and other minor sources. The cash income to the general government for the year 1913, reported as internal revenue from alcoholic beverages, was \$230,147,000. The revenue derived from liquors and tobacco amounted to 48.68 per cent of total revenue of the government.

It is estimated by those competent to give figures, that at least 2,000,000 people are engaged in some of the many fields of industry dependent on the liquor industry.

REAL TEMPERANCE

"We must avoid intemperance in eating, drinking, language, work and recreation," is an old doctrine of one of the leading national organizations of farmers. The idea of total abstinence is not advanced by that society, but it does insist that members must be temperate not only in drinking but in all other things.

Prohibition originated in New England, and was intended to prevent the Indians from getting fire water and disturbing the peace. About the middle of the last century the States of Massachusetts, Rhode Island and Vermont followed the plan adopted in Maine, and passed prohibitory bills, closing the saloons. In a short time Massachusetts and Rhode Island repealed these measures as impracticable. No one familiar with conditions sees good results from closed legal saloons and opening of

illegal "blind pigs," such as exist in Maine.

Iowa gave prohibition a trial and returned to the system known as the Mule Law, when it was discovered that liquors were sold and consumed in practically every section of the State. Michigan had prohibition for a time and then went back to the license plan.

Kansas may be considered the banner prohibition State, but in 1913, according to the official revenue reports, there were 735 tax stamps issued permitting the sale of liquors in that State, and there are twenty-eight wholesale liquor houses in the State. Prohibition does not prohibit the sale, or use, of liquors in Kansas, as the imports of liquors for 1913 amounted to about 18,000,000 quarts, mostly whiskey.

THE CANTEN QUESTION

Those who drink alcoholic beverages do not become total abstainers simply because laws are enacted and public places closed. The secret places where liquors are dispensed are more dangerous to young and old, male and female, than the licensed and regulated saloon. In former years I served as a soldier in the United States Army and witnessed the effects of the military post, with and without the canteen. When the soldiers conducted their own clubhouse and saloon there was little drunkenness, few enlisted men disgraced the uniform, and the guard-house was practically empty. When the canteen was closed and the soldiers went away to neighboring cities for drink, there was drunkenness, arrests and fights with the police and general disorder among the troops.

One day, while acting as a clerk at military headquarters, I was visited by an elderly woman, who appeared to be full of sorrow. She asked me to assist in getting her son to enlist in the army. When I asked why she seemed so anxious about the matter, she said: "If my son is a soldier he will be under the care of the officers and I will know where he is and can go to bed and sleep without a worry. If he goes out into the city, visits secret places of vice and follows the path of many other youths I will never know where he is, what company he is keeping or what vices he is forming."

No mother can guess at what habits her son or daughter may be forming in the secret drinking chambers.

HABIT FORMING DRUGS

THE evils of drunkenness are known to all, but the ravages of the habit forming drugs, more terrible than alcoholism in their effects, are not properly appreciated by the public. These drugs rapidly undermine the constitution, break down the moral character and make complete wrecks of those who are unable to escape from their clutches. In nearly every city there is a systematic and secret traffic in such drugs. They are even smuggled into prisons. Needless to say there is tremendous profit in it to those who are engaged in the business. The habit is increasing alarmingly in the dry states of the South. Dr. Lucius P. Brown, State Pure Food and Drugs Inspector of Tennessee, is authority for the statement that there are 22,500 persons in Tennessee suffering from the drug habit and that \$540,000 is spent yearly in that state by habitual drug users.

The general public does not realize what is going on. A man can't drink whiskey without its being known, but the user of drugs can slip off by himself and quietly dope, and no one will know his plight until it is too late. Dr. Edward H. Williams in discussing "The Drug Habit Menace in the South" in the February number of the *Medical Record* says that these drug users themselves are practically a unit in declaring

that they began taking the drug because it was more easily obtained than their accustomed beverage. Making all allowance for the characteristic untruthfulness of the drug habitué, there must be some basis for the truth of their assertion.

The inference is not that states which have voted "dry" should return to the saloon, but rather that they should pass stringent laws making even the possession of these drugs a misdemeanor. The Boylan Bill regulating the traffic in all habit-forming drugs and making illegal possession of them a misdemeanor was passed by the New York Legislature and signed by Governor Glynn. The act is an elaboration of the New York Tribune Anti-cocaine Law extending many provisions of that law to all habit-forming drugs. Its enforcement has been attended with many difficulties, but has been quite successful, especially in New York City, where special police have been detailed to run down illicit dealers. While the abuse of drugs is greatest in cities it is by no means unknown in smaller centers and it is in these that the enforcement of the law is most likely to be lax.

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In ten-cent tins; also in twenty-five-cent tins.

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Delicious wafers of chocolate-flavored goodness; crisp baking outside, smooth cream filling inside, chocolate-flavored throughout. The taste is unique, the form is inviting, and the occasions upon which they can be appropriately served are without number.



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By Louis Guenther

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It briefly describes how Knowledge when applied to investments acts as a safeguard against loss. It is of educational value to the conservative investor. In order to make the readers of Leslie's Weekly better acquainted with our publication, we will send a copy of this brochure gratis to any of them interested enough to write for it.

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JASPER'S HINTS TO MONEY-MAKERS



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Cashier of the Merchants' and Planters' bank of Camden, Ark., and President of the Arkansas Bankers' Association.



F. S. ETHERIDGE
President of the Georgia Bankers' Association and a leading citizen of the prosperous town of Jackson.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-FUROR COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

NO market ever rises smoothly, progressively, continuously and without interruption. Every rise in Wall Street has its setbacks. As my talented and experienced friend, Henry Hall, says, "There seldom is a hillside without ridges, gulches and hollows either going up or coming down."

If a rise in the stockmarket were always smooth, easy and constant, there would be only one side to the market, and that would be the bull side. With everybody on one side the rise would be so sudden that it would be over almost before it began.

The safest market to trade in is one that has its ups and downs. A substantial rise in the market must have a good foundation under it. This foundation is now established by the prolonged liquidation, good crops and evidences of returning prosperity. All of these are in sight.

On the other hand, possible foreign complications, the recent unexpected decision of the Commerce Commission against the anthracite roads and the difficulty in maintaining English exchange and preventing further liquidation of our securities held abroad are factors on the bear side.

Business is slowly improving all over the country. The crops and the iron market are in a satisfactory condition. The flood damage while extensive is local and confined largely to one section of the south. Whether we are embroiled abroad or not "war orders" will keep our factories busy, for if we are involved we shall add our own war orders to those received from abroad.

But I do not believe that war order stocks are the best to buy at the high prices that have prevailed. Their liquidation when the market had a setback, after the sinking of the *Arabic*, was sharp and showed that the bulls were taking their profits.

I still believe that some leading railroad shares must participate with the industrials in the upward movement. Those who sell when the market seems to be strongest and buy when the market seems weakest will be the money makers.

I advised my readers, a year ago, when the market was in the dumps that it would be advisable to make purchases, conservatively, because the swing of the market, in all probability, would have to be upward. It was good advice. Letters indicate that a great many of my readers profited by it. The market has had a good swing upward and it is now in danger of a setback. The

uncertainty of the market was disclosed when it declined so sharply after the sinking of the *Arabic*. The fact that prices quickly rebounded shows that the public is rushing in to buy regardless of merit, but simply to speculate.

Cliques and pools that for years have been trying to unload a mass of cheap stocks are stimulating the advance. When these operators get through and turn to the bear side their influence will be potential and I am afraid that the public now rushing in to buy, without regard to the merits of what they purchase, will be left to take care of their loads.

I do not say that the market, under present influences, will not advance further, but it is a good time to take a fair profit and to buy back on the reactions that must occur. It is a better time for investors to take advantage of the reasonable prices at which good bonds are now selling. Many have deposits in savings banks that pay only 4 per cent. and only pay this if the money is deposited before the so-called "interest dates." If deposited after these dates the money lies idle for three or six months. It is working for the bank and not for the depositor, for the bank immediately invests in gold-edged bonds.

Why should not the depositor do this, when he can do it as safely as the bank and when he can buy \$100 bonds on a partial payment plan?

S., Easton, Pa.: International Text Book has been in financial difficulties owing to an over extension of its promoters who are now seeking financial aid. Meanwhile the price of the stock has fallen.

L., Prince Rupert, B. C.: Granby at 83 is decidedly speculative in the present condition of the copper market, though the prolongation of the war would stiffen the demand for copper. Many believe that the close of the war will have the same effect because of the need of the metal for replacements.

Houston Oil. The statement that 54 per cent. of dividends were in arrears on Houston Oil pfd. was erroneous. The back dividends were accounted for to the holders by delivery to them of dividend certificates paying 6 per cent. and now selling at about 75, while Houston Oil pfd. ex-dividend is about 57.

U. S. L., Camden: I have no doubt that an effort will be made to find a market for the U. S. L. & H. stocks but if you can get out with a profit do so. You will observe that the circular to the shareholders which speaks of three very large contracts "that will insure a heavy volume of business for years to come," does not say that these contracts have been secured but only that they "may be effected," which is quite a different thing.

B., Waverly, N. Y.: Ontario Power Co. of Niagara Falls is a Canadian corporation. The six per cent. bonds are debentures secured by second mortgage on the property and subject to call at 110. They are fairly attractive but not gilt edged. 2. U. S. Steel fives are good. 3. International is a

(Continued on page 273)

SAFETY

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By W. E. Aughinbaugh

Editor of Leslie's Export Promotion Dept.

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Please send me W. E. Aughinbaugh's new book, "Selling Latin America." If I keep it, I will remit \$2.00. Otherwise, I shall return the book to you within five days.

Name.....

Address.....

In answering advertisements please mention "Leslie's Weekly"

JASPER'S HINTS TO MONEY-MAKERS

(Continued from page 272)

traction company operating in Buffalo and vicinity with a large bonded debt. The bonds are reasonably safe. 4. The Valley Telephone bonds are subject to call at 105 and are a fair investment but not gilt edged. 5. Denver Reservoir & Irrigation Company bonds are not attractive. 6. Salmon River Power Company bonds are well regarded as a business man's investment. None of these bonds would command as ready a market as those that are listed.

C., Fort Leavenworth: 1. Kansas City Southern preferred, paying 4 per cent., is a much better purchase around 60 than the common at about half that figure. 2. Erie 1st preferred is an attractive speculation.

Dividends, Atlanta, Ga.: American Chicle at \$110 to \$115 is not dear in view of the fact that it has been paying from 12 to 18 per cent. annual dividends; the preferred at 90 paying 6 per cent. regularly and thus netting 6½ per cent. to the purchaser at \$90, looks like a good industrial stock to purchase.

C., Philadelphia: A number of brokers are urging the purchase of Marconi wireless. It looks as if some heavily loaded insiders were determined to put it higher to make a market for it. It has no monopoly of the wireless business though it has some excellent contracts. It must be looked upon as purely speculative.

N., Akron, Ohio: I see nothing attractive in Mother Lode as an investment. Very cheap mining stocks seldom justify their purchase. It would be much wiser to take a few shares of a good dividend-paying mining stock than to have 100 or 1000 shares of a mere prospect with chances all against dividend payments.

Cash, St. Paul: 1. The safe dividend paying railroad stocks that ought to do better and that yield at present prices from 5½ to over 6 per cent. include Pennsylvania Railroad, paying 6 per cent., Union Pacific, 8 per cent., St. Paul Pfd., 7 per cent., Atchison common, 6 per cent. 2. The demand for iron and steel products has increased so heavily of late that an early resumption of dividends on Steel common is now predicted.

E., Bartlesville, Okla.: 1. Maxwell Motor 1st preferred is well regarded and will be as long as the automobile business continues so prosperous, but it is not a permanent investment. 2. American Chicle common suffered a severe slump when several hundred shares were thrown upon the market at auction, bringing only about 90 a share. This was a bargain price, as the stock has since advanced to \$120. I am told that earnings still justify dividends of 1 per cent. a month, but the competition in the field is increasing.

Spec., Denver: 1. Among the railroad shares that have possibilities for a patient holder are C. C. C. & St. L. preferred between 60 and 70, and common between 30 and 40; Chicago and Great Western around 30 and Western Maryland around 25. 2. Long Island is controlled by the Pennsylvania and is doing a constantly increasing business, and around 40 looks like a purchase for a long pull; New York, Ontario and Western around 25 has merit. 3. The old Rock Island Railway stock is the mystery of the street, but somebody seems to be accumulating it around 20.

New York, Sept. 2, 1915. JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

Slattery & Company, investment securities, 40 Exchange Place, New York, specialize in U. S. Light & Heating shares.

The Pioneer Trust & Savings Bank, 14 Pioneer Street, Basin, Wyoming, publish a free booklet entitled "In the Rich Big Horn Basin." This bank pays 6 per cent. on savings and invites inquiries.

\$100 farm bonds paying 6 per cent. can be had from the Aurelius Swanson Company, Dept. A, State National Bank Building, Oklahoma City, Okla. Write the above company for descriptive circular.

\$25 certificates of deposit for saving investors who desire to make investments in 6 per cent. mortgage loans of \$200 upward are received by Perkins & Company, Bond Brokers, Lawrence, Kansas, which firm has been in business for over thirty years.

7 per cent. First Mortgages on Oklahoma properties have been sold for many years by the Aurelius Swanson Co., 28 State National Bank Building, Oklahoma City, Okla. Write them for booklet describing their methods and giving references and lists of loans from \$300 upwards.

A first mortgage bond yielding six per cent. and earning two and a quarter times that amount is particularly recommended by N. W. Halsey & Company, 49 Wall Street, New York, to large and small investors. This well-known banking firm invites inquiries to write to them for their circular L-30.

Savings bank depositors who desire to increase their income by purchasing the same high grade bonds netting from 4 per cent. to 6 per cent. that the United States Government accepts as security for postal savings bank deposits, are invited to write to the New First National Bank, Dept. 5, Columbus, Ohio, for a copy of free booklet E, entitled "Bonds of our Country."

The advantages of the partial payment plan of buying securities with a small initial payment, so that the dividends are received by the purchaser and also the profits of an advancing market, are set forth in an interesting booklet just compiled by Harris, Winthrop & Co., 15 Wall Street, New York, or The Rookery, Chicago. Write the above firm for copy of its free booklet No. 30.

First Mortgage serial bonds in denominations of from \$100 to \$1000, and paying 6 per cent. have been sold to their clients for over thirty years by S. W. Straus & Co., Mortgage and Bond Bankers, Straus Building, Chicago, or 1 Wall Street, New York. They desire to get in touch with investors who seek conservative high grade investments. Write to Straus & Co. for their circular No. H-601.

Those who are only receiving four per cent. on their funds in the savings bank and who desire to increase their income by the purchase of high grade dividend-paying securities can learn how to do so by writing to Baruch Bros., members of the New York Stock Exchange, 60 Broadway, New York, for free copies of their booklets describing the installment payment plan of buying high-class listed stocks and bonds.

Those who believe that the stock market is to have an advance and who desire to participate in the rise can do so readily with a small amount of money paid down, with payments of \$5 and upward monthly, meanwhile receiving their dividends and profits on the securities purchased. Write to Sheldon, Morgan & Co., members of the New York Stock Exchange, 42 Broadway, New York, for a copy of their free booklet A-21, entitled "The Partial Payment Plan."

For many years with great success John Muir & Co., specialists in odd lots and members of the New York Stock Exchange, have been buying from one share upwards for small investors who desire to purchase stocks at cash prices on a partial payment plan. The advantages of this plan and its convenience are set forth in a booklet 4 entitled "The Partial Payment Plan." Copies can be had by writing to Muir and Co. for it, at 61 Broadway, New York.

The opportunity for the small investor to take advantage of the reasonable prices at which some of the best dividend-paying stocks and bonds are being sold is leading an unusually large number of thrifty persons to pick up such securities on a moderate cash payment and subsequent payments by installments. Degener & Burke, members of the New York Stock Exchange, have compiled a booklet of special interest to those who desire to utilize small savings. Write to the above firm at 20 Broad Street for a copy of their free booklet B.

AT THE NEW YORK THEATRES

Astor	Young America	Comedy
Belasco	The Boomerang	Comedy. Notably good company.
Booth	The Bubble	Louis Mann in Wall St. comedy.
Candler	The House of Glass	Drama
Casino	The Blue Paradise	Tuneful Viennese operetta.
Cohan's	Cousin Lucy	A comedy success.
Comedy	Mr. Myd's Mystery	Good farceful play.
Fulton	Some Baby	Excellent comedy.
Gaiety	Just Outside the Door	
Globe	Chin-Chin	Second season success
Harris	Rolling Stones	A laugh builder
Hudson	Under Fire	Stirring war drama
Liberty	The Birth of a Nation	Biggest of the movies
Longacre	The Girl Who Smiles	Sparkling musical comedy
New Amsterdam	Ziegfeld Follies	Gigantic revue
Palace	First-class Variety	
Park	13 Washington Sq.	May Irwin—That's all
Republic	Common Clay	Jane Cowl and John Mason in Harvard Prize Drama
Shubert	The Road to Happiness	William Hodge in wholesome comedy
Winter Garden	Passing Show of Revue	Brilliant variety
39th Street	The Last Laugh	Unique farce
44th Street	Hands Up	Successful 5-star comedy

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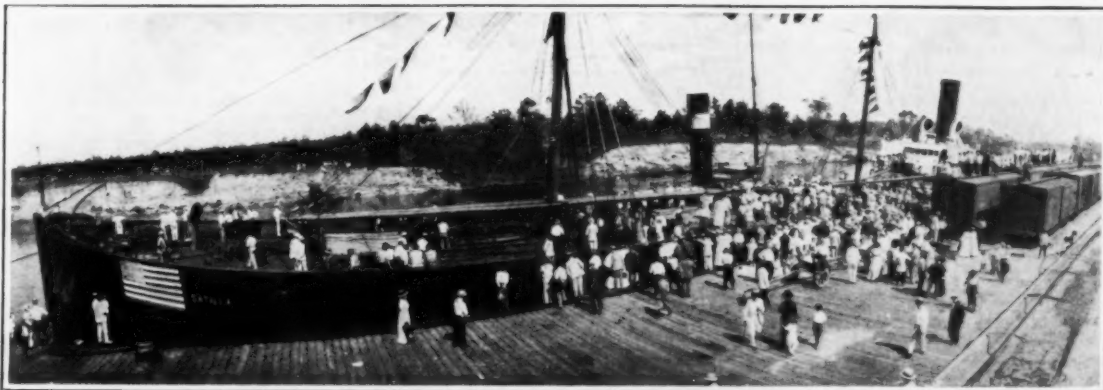
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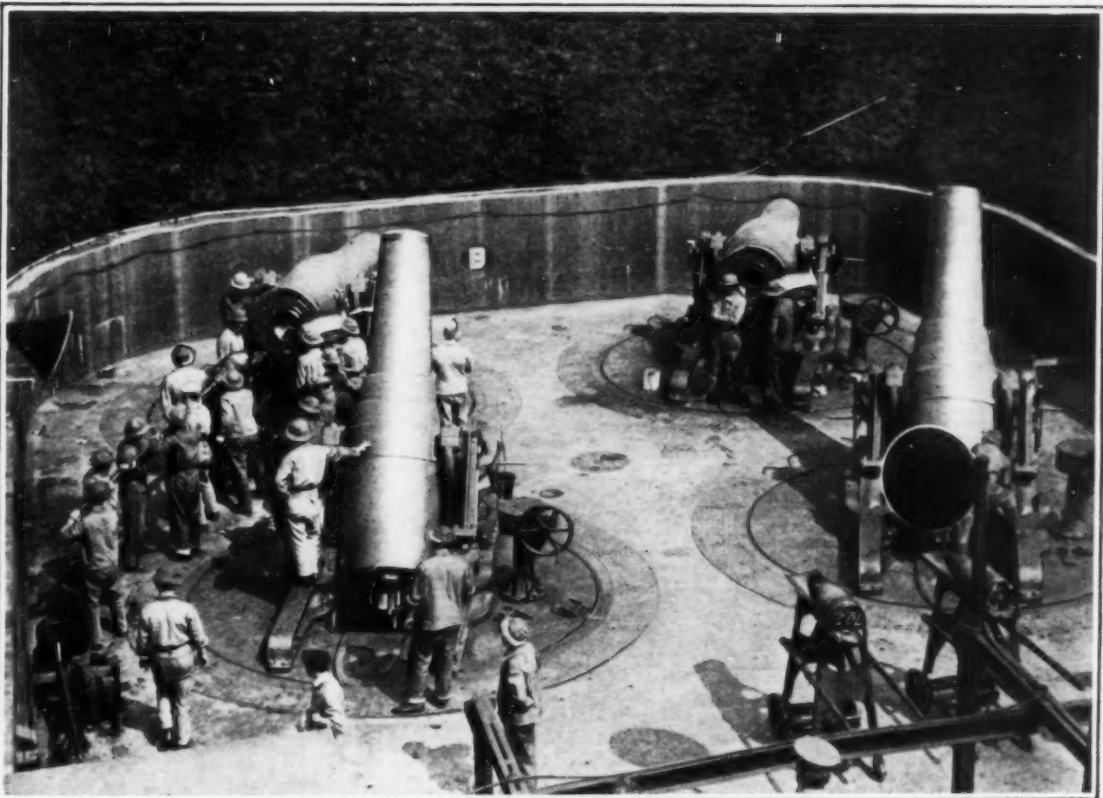
NEWS OF THE TIME TOLD IN PICTURES



HOUSTON BECOMES A SEAPORT THOUGH 50 MILES INLAND

Sunday, August 22d, marked the establishment of a regular steamship service between Houston, Tex., and New York. The *Satilla* of the Southern Steamship Company, was greeted by a large crowd

when she docked at the municipal wharf. The 25-foot channel to the Gulf of Mexico was constructed at a cost of \$50,000,000 to the federal government and the city.



FORT TOTTEN'S GIANT MORTARS AT TARGET PRACTICE

The gun crews at Fort Totten, which guards the entrance to the East River from Long Island Sound, were given an opportunity for target practice with the big mortars. Shells weighing 700

pounds were hurled with remarkable precision at a target six miles away. Eighteen shots were fired at a total cost of about \$1,400 for shells and powder.



ASBURY PARK'S BIGGEST ANNUAL EVENT A SUCCESS

The Baby Parade at the popular New Jersey coast resort on August 25th was a great success. The entrants were many and the festivities

drew large crowds. The Baby Parade is the one event to which all residents of the town look forward to.

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Mr. Schwab and Mr. Carnegie



...Mr. Carnegie told me about his article in June SYSTEM during our recent trip to Pittsburgh. I have in mind preparing one myself but shall have to postpone the undertaking for a month or two

C. M. Schwab



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I HAD to put one of my projects in the hands of a business man once, and leave it to him to make it a success. Among the first things I did was to order for him a year's subscription to SYSTEM, the Magazine of Business. This shows what I think of SYSTEM, from reading it regularly."
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"It is read first of all by the writer, then by our general manager, and thence is passed along from department head to department head—until every executive in our organization has had his individual and thorough SYSTEM-session."
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DON'T fail to see September SYSTEM—with its hundreds of ideas for saving your time and multiplying the profits of your business. The very problems that you face today may be answered in SYSTEM—new ways to get more business—new ways to cut costs, gathered the world over. And the advertising pages, too, with the announcements of all the latest business equipment and devices, offer you immediate opportunities for carrying out economies and increasing fall sales.

If your news-dealer does not have a copy, we will be glad to send the big September Annual for examination—you to judge its value to you and to your business. Simply enclose \$2 which will be returned to you at the end of a week if you are not more than pleased, otherwise SYSTEM will come to you regularly for a full year. Address Dept. L-9-9.

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NEW YORK
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1916 Maxwell

\$655

Including Electric Starter
and Electric Lights



The "Wonder Car"

A Stampede to the 1916 Maxwell

Today, the 1916 models of every important make of automobile have been viewed by the most critical jury in the world—the American automobilists.

Already the record-breaking sales of the 1916 Maxwell show an absolute buying stampede to the "Wonder Car."

The "wise ones" who have given the 1916 Maxwell the verdict, base their judgment of real automobile value upon these four vital points:

- 1st—The "first cost" of the car
- 2nd—The "after cost" of the car
- 3rd—The quality of the materials and workmanship in the car
- 4th—The equipment and the "completeness" of the car

The 1916 Maxwell's new price, \$655, fully equipped, with electric starter, electric lights, high-tension magneto, demountable rims, "one-man" mohair top, and every other high-priced-car feature, has earned it first place as the car of record low "First Cost."

The 1916 Maxwell's lowering of all economy records for—

- 1st—Miles per set of tires
- 2nd—Miles per gallon of gasoline
- 3rd—Miles per quart of lubricating oil
- 4th—Lowest year-in-and-year-out repair bills

has earned it first place as The Car of Lowest "After Cost."

The 1916 Maxwell's pure stream-line body, new rounded clean-cut radiator design, and handsome "one-man" top, have earned for it first place as "the prettiest thing on four wheels."

The 1916 Maxwell's special heat-treated, laboratory-tested steel, built into a Twentieth Century Automobile by men who really know how,—has earned for it first place as the car of record low repair bills. And this record will extend over the entire life of the 1916 Maxwell.

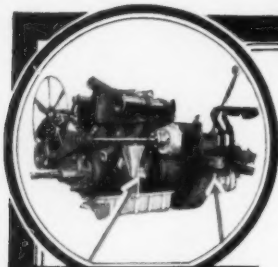
1916 Maxwell High-Priced-Car Features, all included for \$655

Electric Starter and Electric Lights	Electric Horn	Handsome Rounded Radiator and Hood	Easy Riding and Marvelous Flexibility
Demountable Rims	Double Ventilating Wind-shield (clear vision and rain-proof)	Linoleum covered running-boards and floor-boards	Unusual power on hills and in sand
High-tension Magneto	Aluminum Transmission Housing	Automatic Tell-tale Oil Gauge	Ability to hold the road at high speed
"One-man" Mohair Top	Robe Rail with back of front seat leather covered	Heat-treated, Tested Steel Throughout	Improved Instrument Board with all instruments set flush
New Stream-line Design			
Wider Front and Rear Seats			

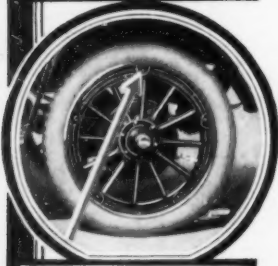
Every feature and every refinement of cars that sell at twice its price
PRICE F. O. B. DETROIT

Write for 1916 Maxwell Catalogue, and the name of Maxwell Dealer nearest you. Address Dept. A. H.

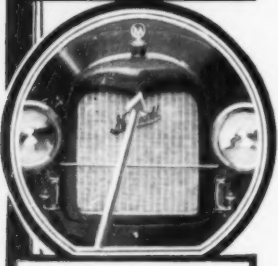
MAXWELL MOTOR COMPANY, Inc., Detroit, Michigan



4-cylinder Unit Power Plant with enclosed fly-wheel and clutch.

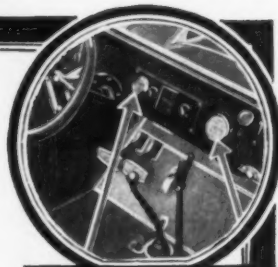


Demountable Rims are regular equipment of the 1916 Maxwell.

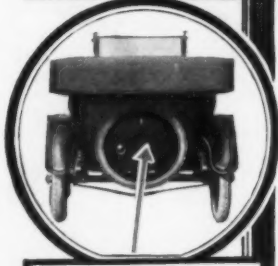


Front view showing the handsome lines of the new radiator and hood.

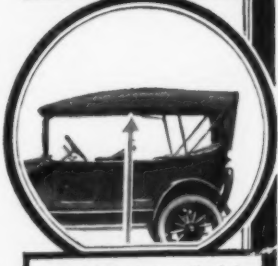
16 Great Maxwell Service Stations — 54 District Offices—Over 2,500 Dealers—all giving Maxwell service.



Speedometer, fuse box, ignition, lights, battery regulator, all mounted flush on instrument board.



Note the compact arrangement of spare tire carrier, tail light and license bracket.



Perfect-fitting "one-man" mohair top; quick adjustable storm curtains, rolled up inside of top.

Built complete by the three gigantic Maxwell factories at Detroit, Dayton, and Newcastle.